

## مكتبة قطر الوطنية

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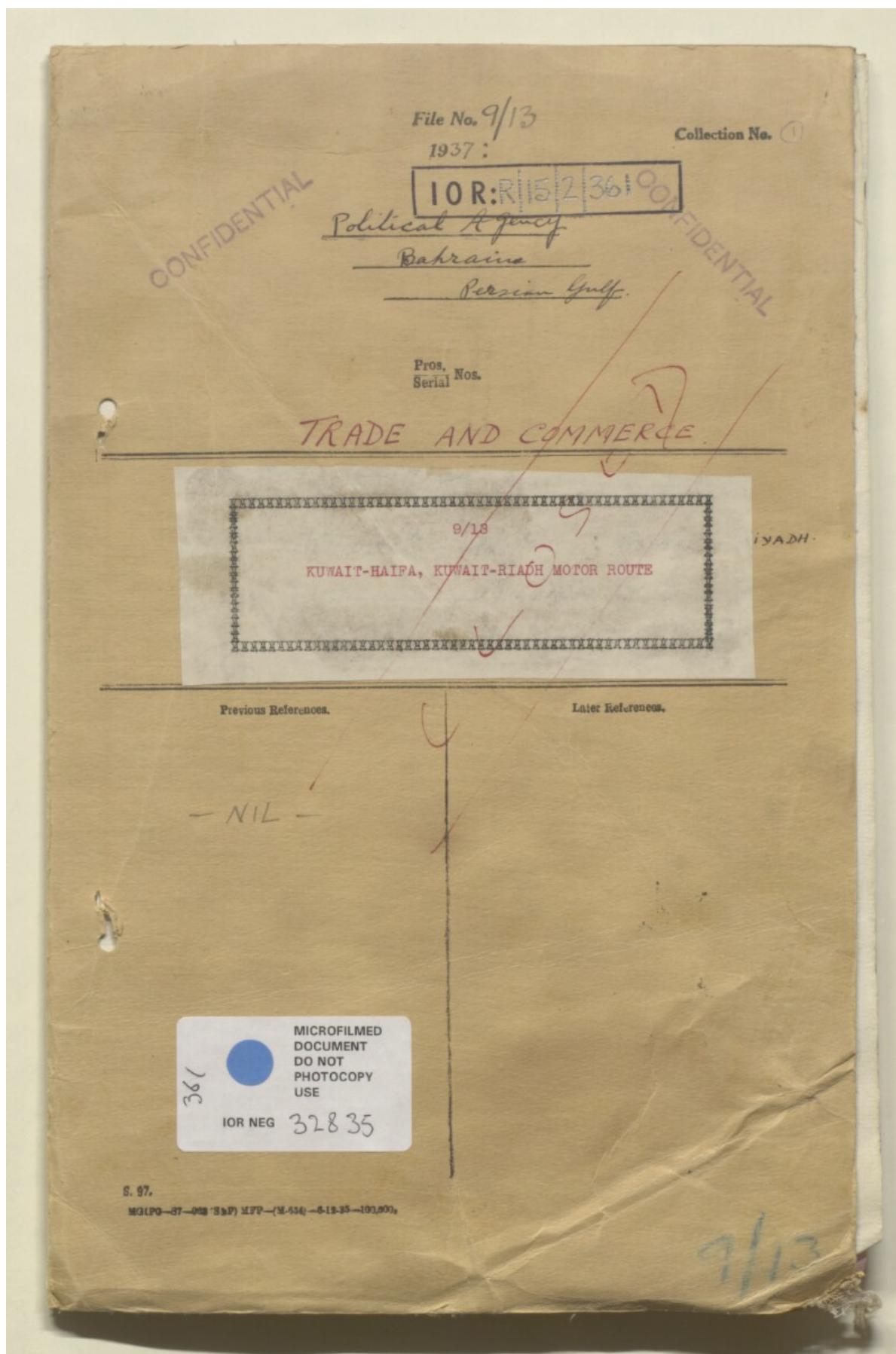
لقد تم إنشاء هذا الملف بنسخة بي دي إف بتاريخ ٢٠١٧/١٠/١٠ بواسطة مصادر من الإنترنت كجزء من الأرشيف الرقمي لمكتبة قطر الرقمية.  
يحتوي السجل على الإنترنت على معلومات إضافية وصور عالية الدقة قابلة للتقرير ومخاطبات. بالإمكان مشاهدتها على الرابط التالي:  
[http://www.qdl.qa/archive/81055/vdc\\_100000000241.0x0001b8](http://www.qdl.qa/archive/81055/vdc_100000000241.0x0001b8)

الرجوع	IOR/R/15/2/361
العنوان	"الملف ٩/١٣ الطريق السريع الكويت/حيفا، الكويت/الرياض"
التاريخ/ التواريخ	٥ فبراير ١٩٣٧٠ - ٩ سبتمبر ١٩٣٨ (ميلادي)
لغة الكتابة	الإنجليزية في اللاتينية
الحجم والشكل	ملفٌ واحد (١٨ ورقة)
المؤسسة المالكة	المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند
حق النشر	<u>غير معروف</u>

### حول هذا السجل

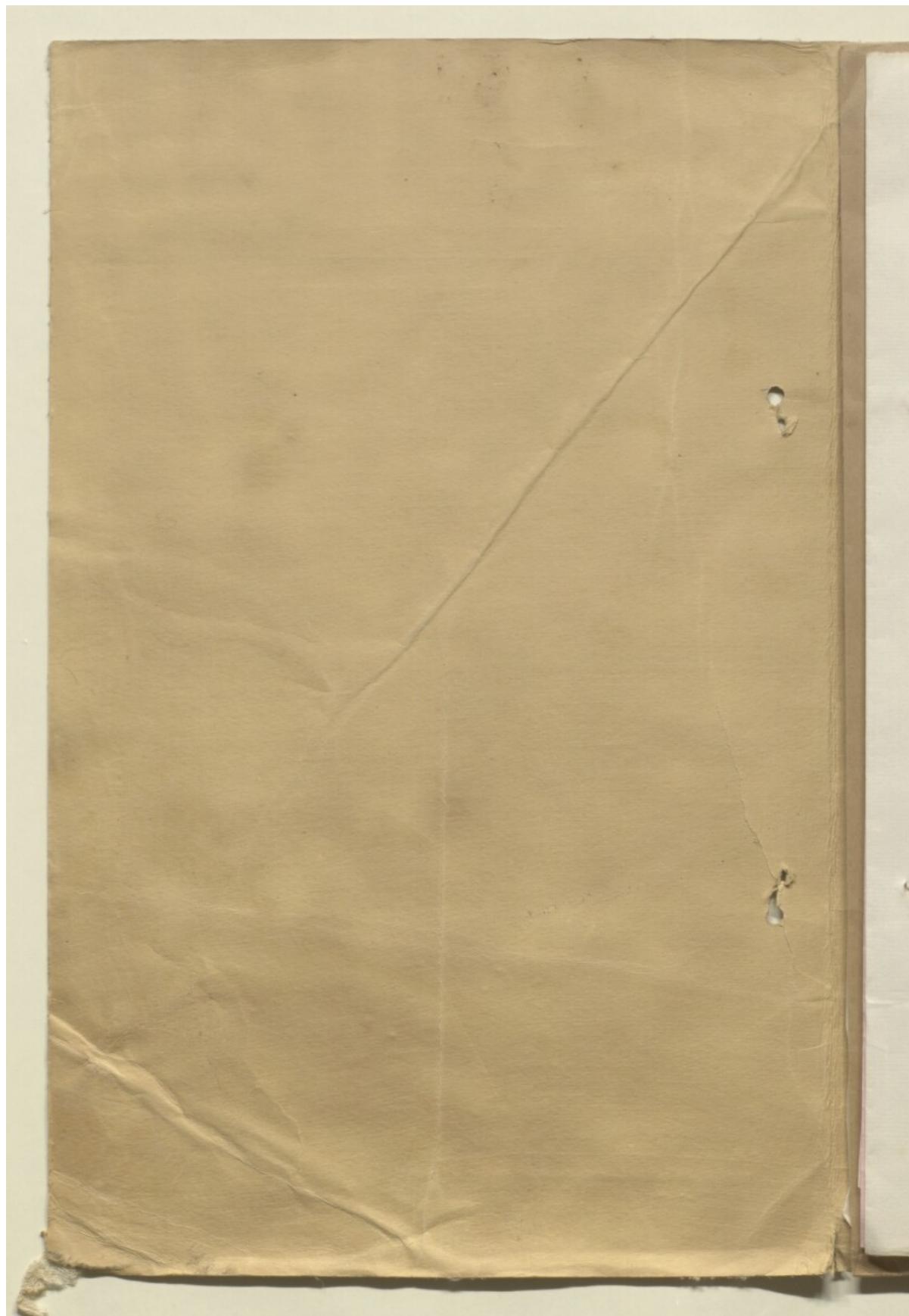
يحتوي الملف على مراسلات أرسلها واستلمها الوكيل السياسي في البحرين بخصوص الطرق السريعة التجارية بين الكويت/حيفا، والكويت/الرياض، والتي اقترحت شركة نفط الكويت إنشائهما لربط الكويت، المملكة العربية السعودية، وفلسطين كطريق بديل للطريق الرئيسي عبر بغداد.

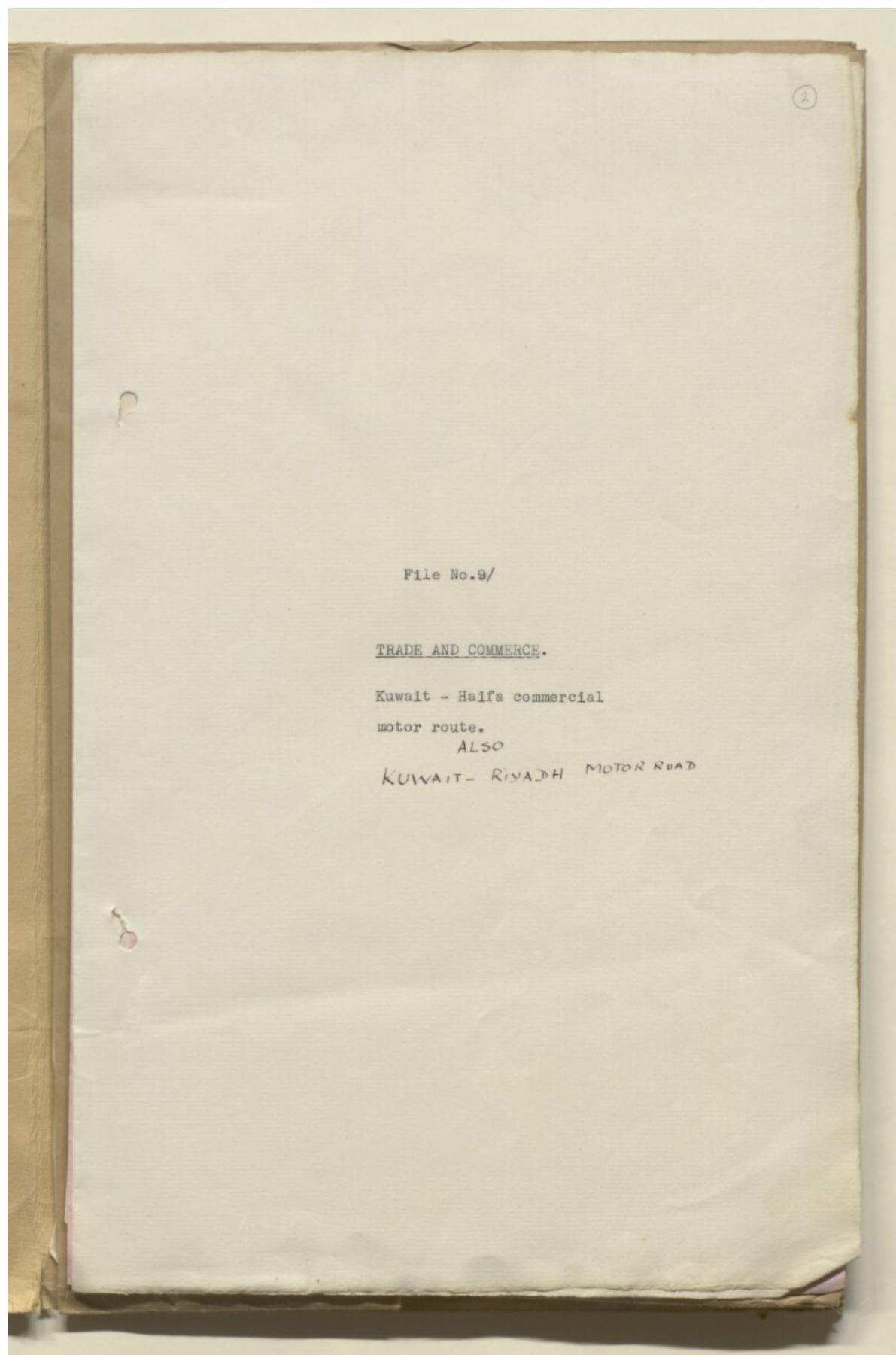
توجد مظاريف في الأوراق ١٧-٩ تحتوي على نسختين من "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض"، وكلٌ منها تتكون من ثلاثة أوراق.

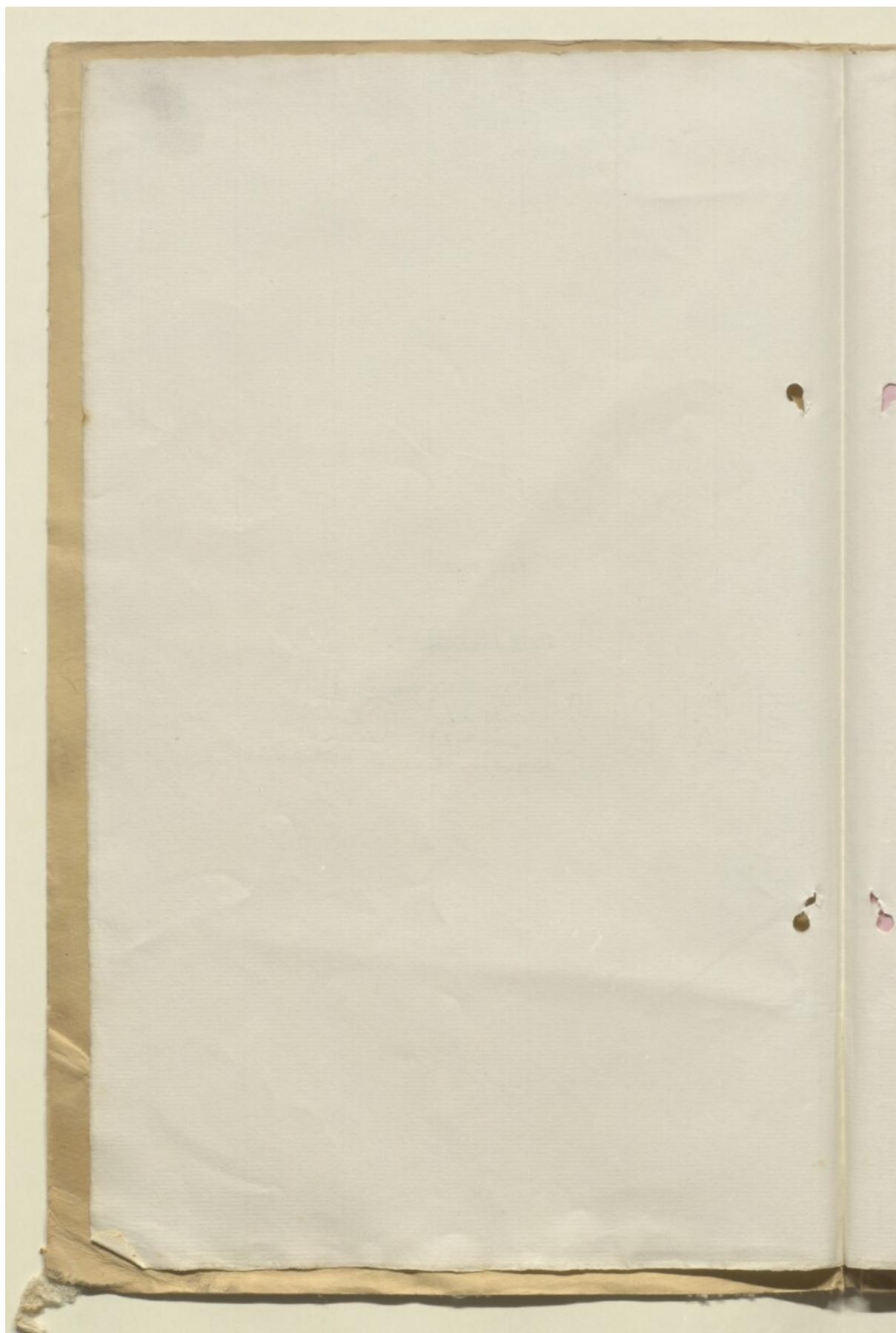


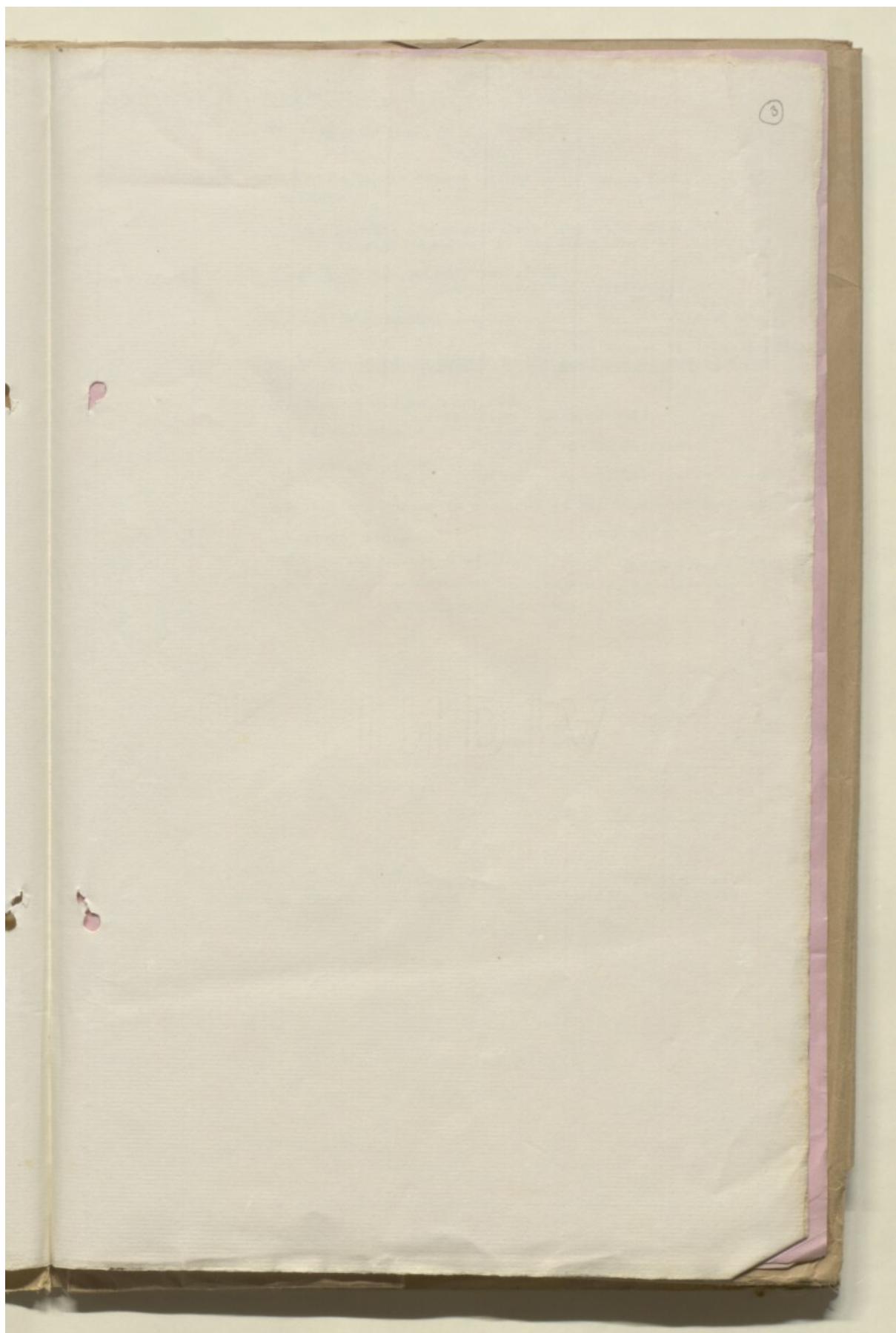


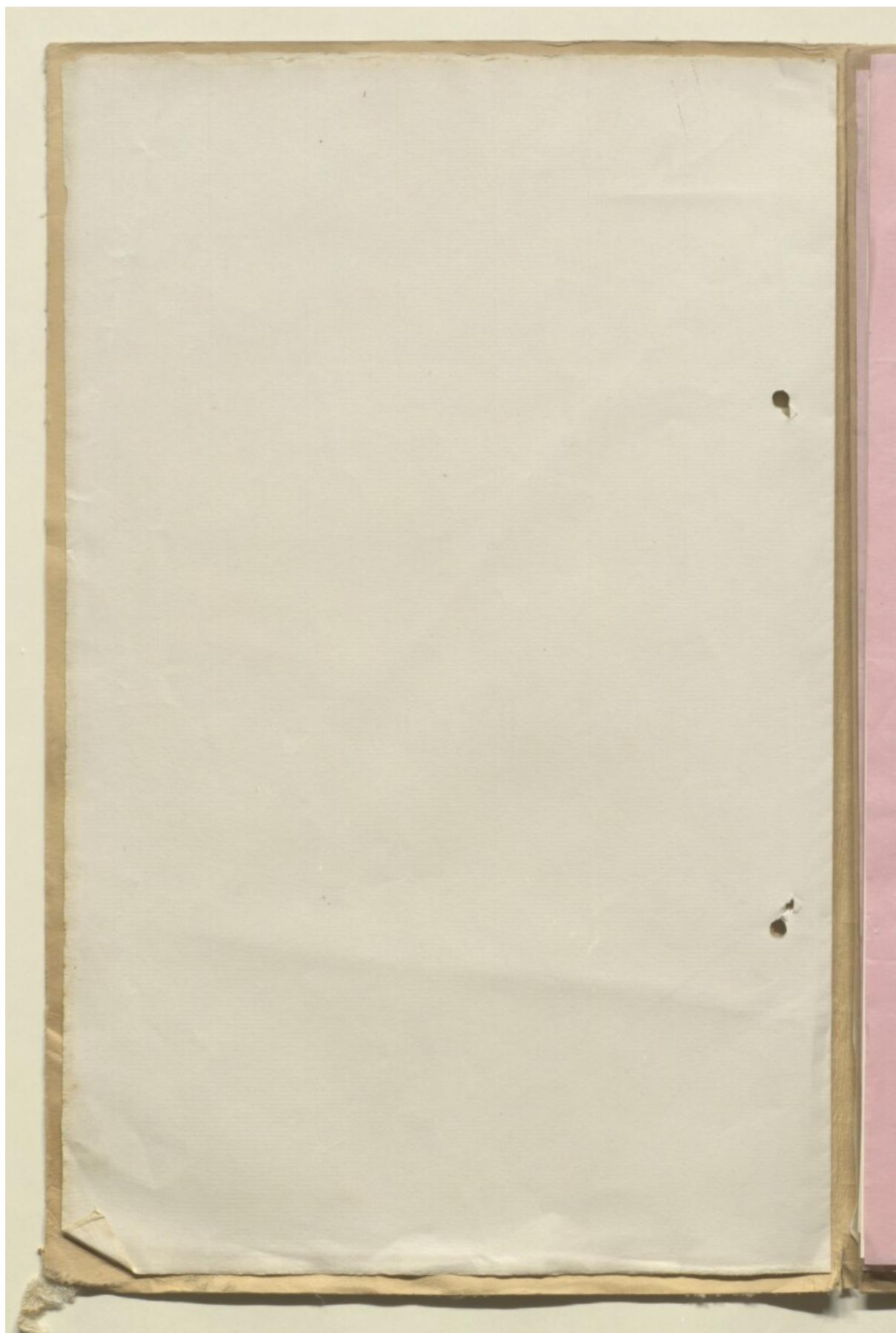
"الملف 9/13 الطريق السريع الكويت/حيفا، الكويت/الرياض" [أمامي-داخلي]  
(٤٠/٢)











CONFIDENTIAL

No. 175-S of 1937.



The Hon'ble the Political Resident in the Persian Gulf presents his compliments to

1. The Hon'ble Sir Aubrey Metcalfe, KCIE, CBE, MVO, Foreign Secretary to the Government of India, New Delhi.
2. Captain V. S. Butler, DSO, ADC, Senior Naval Officer, Persian Gulf, H.M.S. Shoreham, at Bombay.
3. Air Vice Marshal W.G.B. Mitchell, CB, CBE, DSO, MC, Air Officer Commanding, British Forces in Iraq, Hinaidi.

and has the honour to transmit to him a copy of the undermentioned documents (s).

4. Captain G.B. de Gaury, MC, Political Agent, Kuwait.
5. Lieut.-Colonel Gordon Loch, CIE, Political Agent, Bahrain.
6. Major R.P. Watts, I.A., Political Agent, Muscat, at Karachi

and has the honour to transmit to him a copy of the undermentioned document.

British Consulate-General, BUSHIRE.

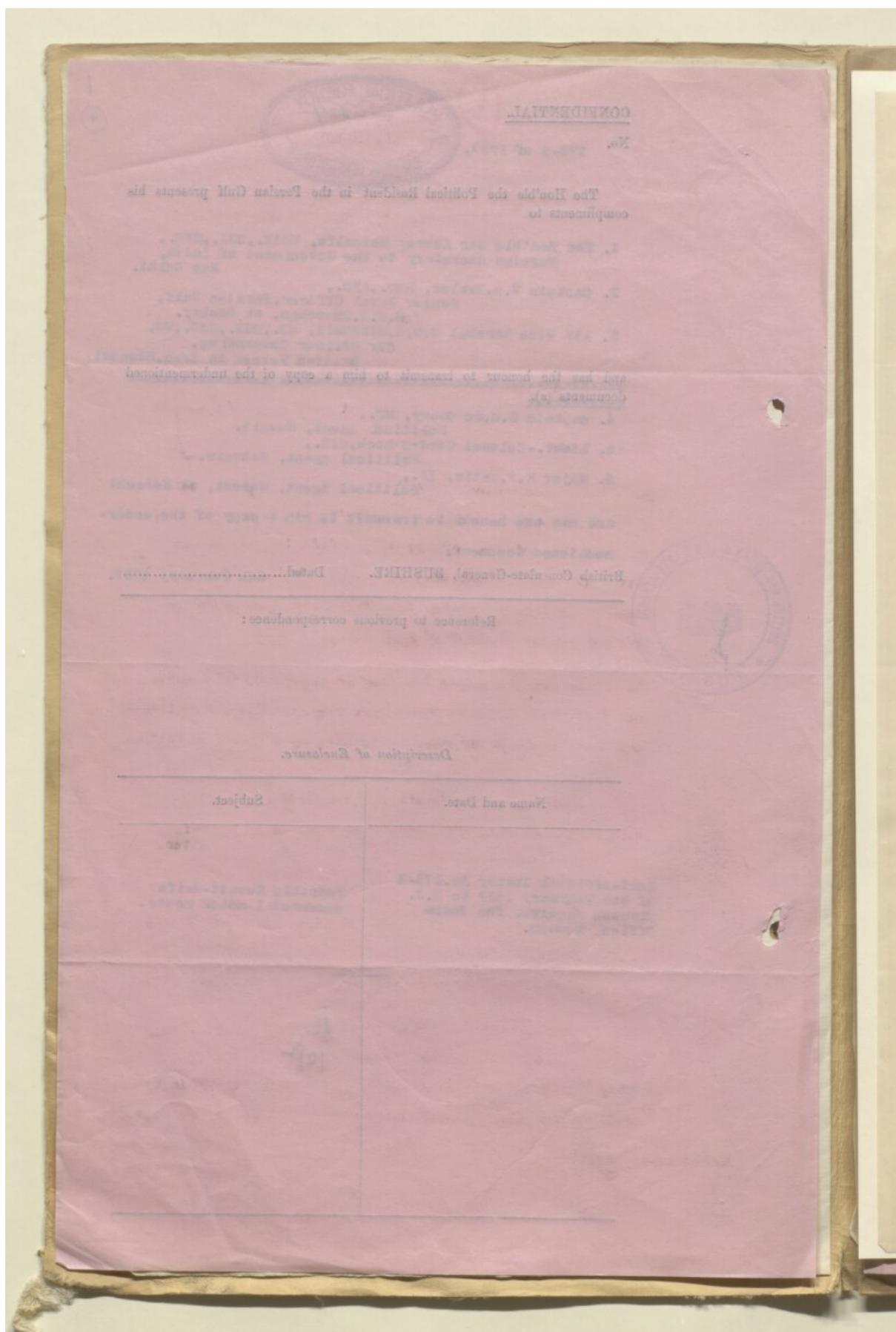
Dated..... 5th February 1937.

Reference to previous correspondence:



*Description of Enclosure.*

Name and Date.	Subject.
Demi-official letter No.175-S of 5th February 1937 to M.J. Clauson Esquire, The India Office, London.	Possible Kuwait-Haifa commercial motor route.



Secret.

The Residency,

Bushire, the 5th February 1937.

D.O.No.175-S.

copy not received here

Could you please refer to India Office endorsement No. P.Z.9098/36 on letter No.CF/676/36 of the 19th November 1936 from the Secretariat, High Commission for Palestine, to the Colonial Office, on the subject of a possible Kuwait - Haifa commercial motor route.

2. For the reasons given in paragraph 6 et seq below I think perhaps it might be convenient to link this subject up with that of the defence of the Gulf in time of war, dealt with in my demi-official letter No.82-S of the 18th January 1937 to Metcalfe, copy sent to Walton under my Printed letter No.83-S of same date.

3. As you are aware the idea of the route in question was first raised by de Gaury last Summer. His general idea was that it might be possible to open up a route as follows:

Kuwait.

Hafr-al-Batin, Saudi Arab frontier fort. Water.

Umm-ar-Radhuma, Saudi Arab fort is being built. Water.

Lina, Saudi Arab fort is being built. Water.

Birkat-ash-Shaihiya. Water. Junction with the Nejef-Hail "pilgrim" route.

Hazoul. Water.

Jauf, Saudi Arab provincial centre, wireless, water etc.

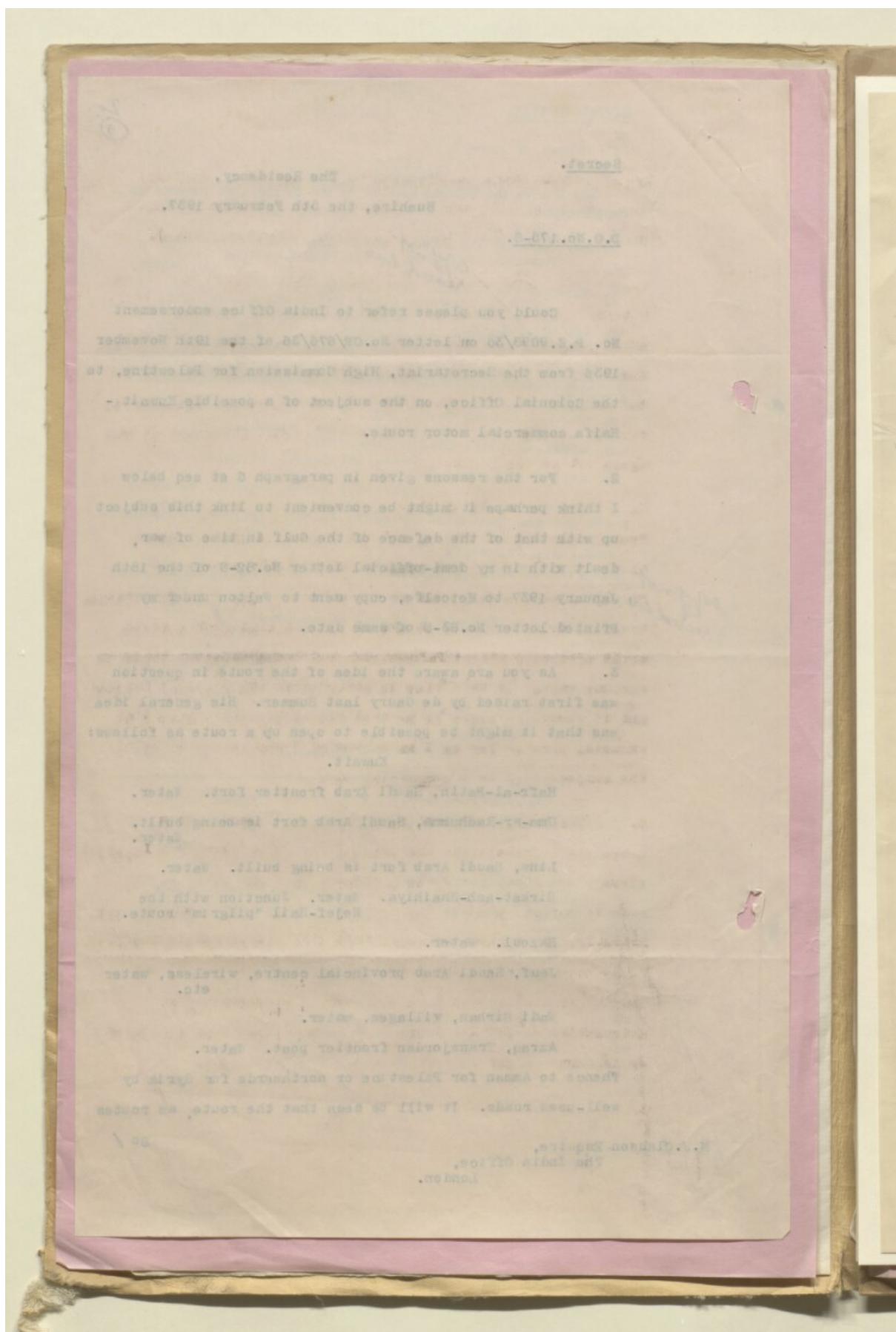
Wadi Sirhan, villages, water.

Azraq, Transjordan frontier post. Water.

Thence to Amman for Palestine or northwards for Syria by well-used roads. It will be seen that the route, as routes

M.J. Clausen Esquire,  
The India Office,  
London.

go /



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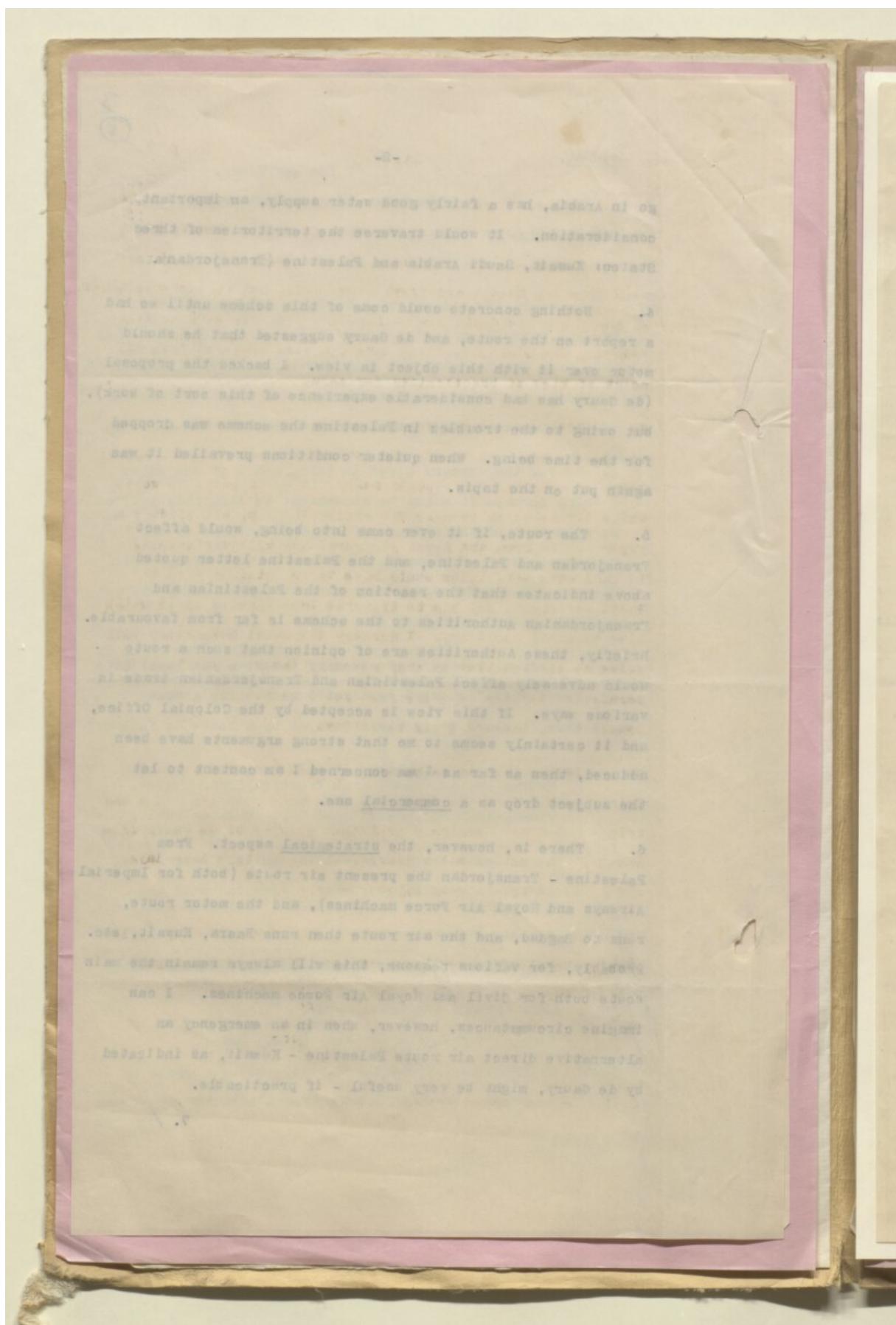
go in Arabia, has a fairly good water supply, an important consideration. It would traverse the territories of three States: Kuwait, Saudi Arabia and Palestine (Transjordan).

4. Nothing concrete could come of this scheme until we had a report on the route, and de Gaury suggested that he should motor over it with this object in view. I backed the proposal (de Gaury has had considerable experience of this sort of work), but owing to the troubles in Palestine the scheme was dropped for the time being. When quieter conditions prevailed it was again put on the tapis.

5. The route, if it ever came into being, would affect Transjordan and Palestine, and the Palestine letter quoted above indicates that the reaction of the Palestinian and Transjordanian Authorities to the scheme is far from favourable. Briefly, these Authorities are of opinion that such a route would adversely affect Palestinian and Transjordanian trade in various ways. If this view is accepted by the Colonial Office, and it certainly seems to me that strong arguments have been adduced, then as far as I am concerned I am content to let the subject drop as a commercial one.

6. There is, however, the strategical aspect. From Palestine - Transjordan the present air route (both for Imperial Airways and Royal Air Force machines), and the motor route, runs to Bagdad, and the air route then runs Basra, Kuwait, etc. Probably, for various reasons, this will always remain the main route both for Civil and Royal Air Force machines. I can imagine circumstances, however, when in an emergency an alternative direct air route Palestine - Kuwait, as indicated by de Gaury, might be very useful - if practicable.

7. /



-3-

7. Further, I can also imagine circumstances when the use of such a route, or part of it, by a mechanized force, might be desirable. Royal Air Force armoured cars have operated both from the Kuwait and Transjordan ends, and so these sections of the route are doubtless well-known. As far as I am aware, however, the middle sections have not been explored from the point of view of practicality for cars.

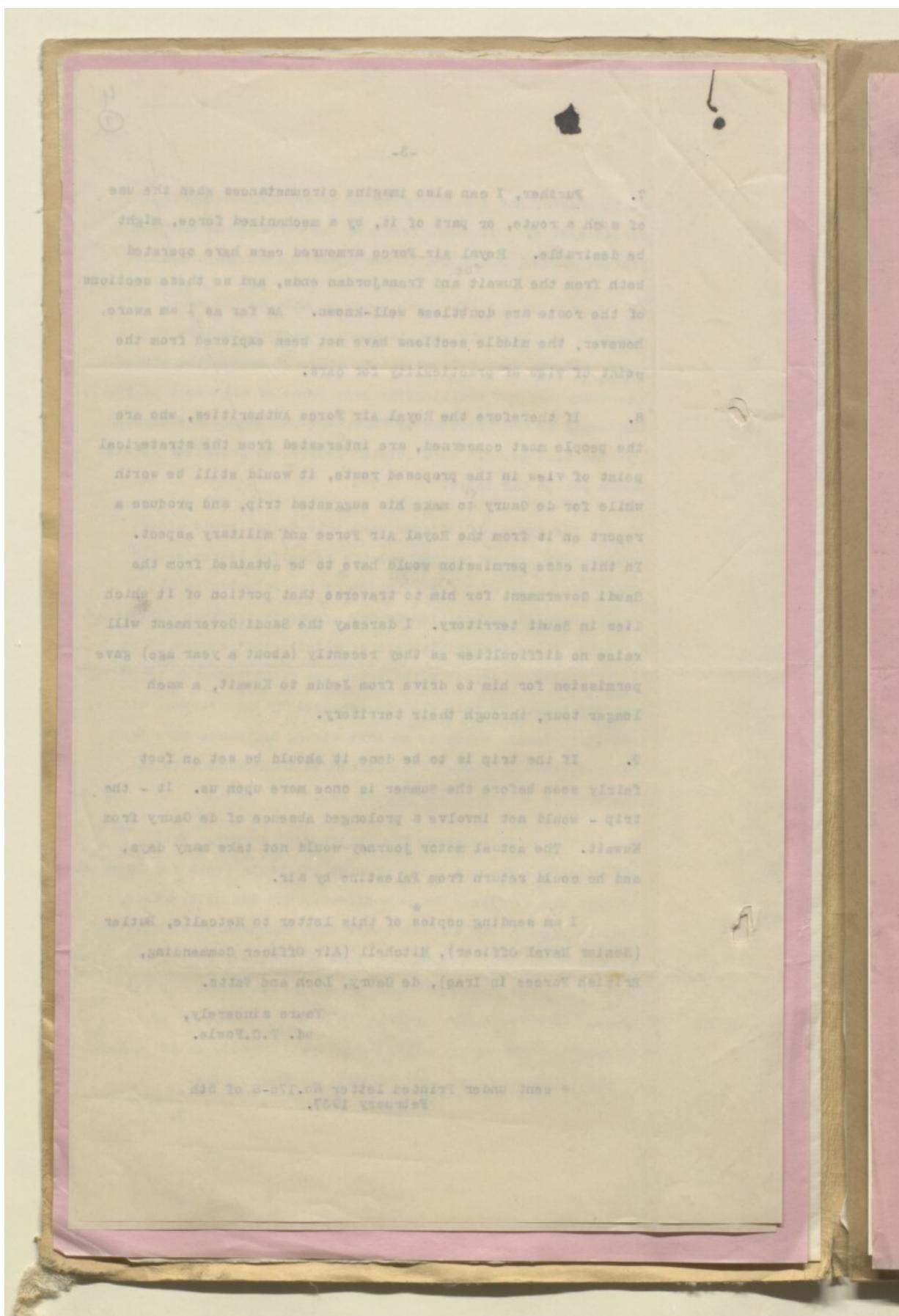
8. If therefore the Royal Air Force Authorities, who are the people most concerned, are interested from the strategical point of view in the proposed route, it would still be worth while for de Gaury to make his suggested trip, and produce a report on it from the Royal Air Force and military aspect. In this case permission would have to be obtained from the Saudi Government for him to traverse that portion of it which lies in Saudi territory. I daresay the Saudi Government will raise no difficulties as they recently (about a year ago) gave permission for him to drive from Jeddah to Kuwait, a much longer tour, through their territory.

9. If the trip is to be done it should be set on foot fairly soon before the Summer is once more upon us. It - the trip - would not involve a prolonged absence of de Gaury from Kuwait. The actual motor journey would not take many days, and he could return from Palestine by air.

\* I am sending copies of this letter to Metcalfe, Butler (Senior Naval Officer), Mitchell (Air Officer Commanding, British Forces in Iraq), de Gaury, Loch and Watts.

Yours sincerely,  
sd. T.C.Fowle.

\* sent under Printed letter No.176-S of 5th  
February 1937.



CONFIDENTIAL.

No. G/631 of 1938.

1. R. 1198  
17.9.38

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The Hon'ble the Political Resident in the Persian Gulf presents his compliments to

1. The Political Agent, Kuwait.  
✓ 2. The Political Agent, Bahrain.

and has the honour to transmit to him a copy of the undermentioned document ~~xxx~~

M.  
1579.

Office of the Political Resident  
in the Persian Gulf,  
Camp, Karachi.

British Consulate General, BUSHIRE.

Dated... 9th September, 1938.

Reference to previous correspondence:



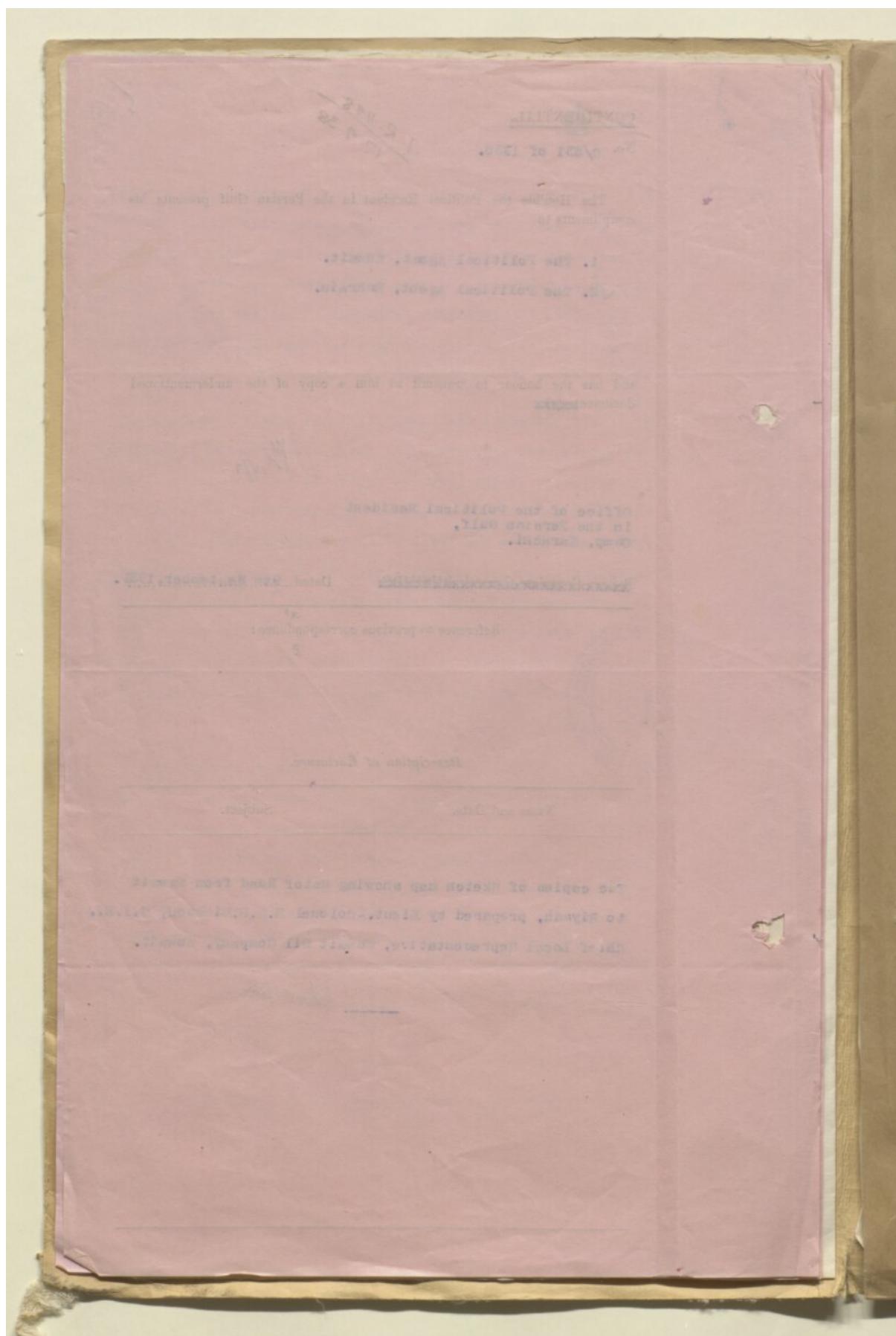
Description of Enclosure.

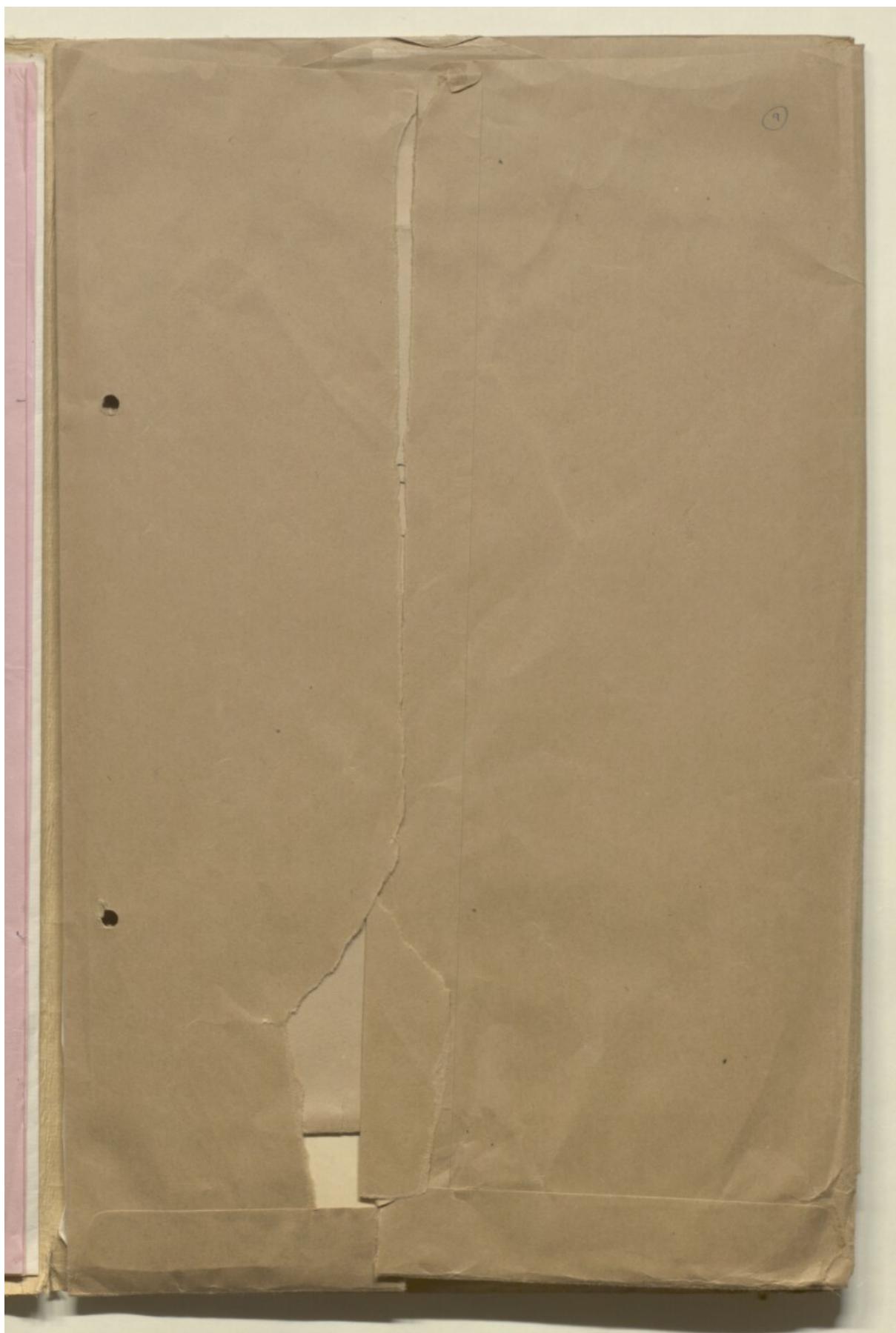
Name and Date.

Subject.

Two copies of Sketch map showing Motor Road from Kuwait to Riyadh, prepared by Lieut.-Colonel H.R.P. Dickson, C.I.E., Chief Local Representative, Kuwait Oil Company, Kuwait.

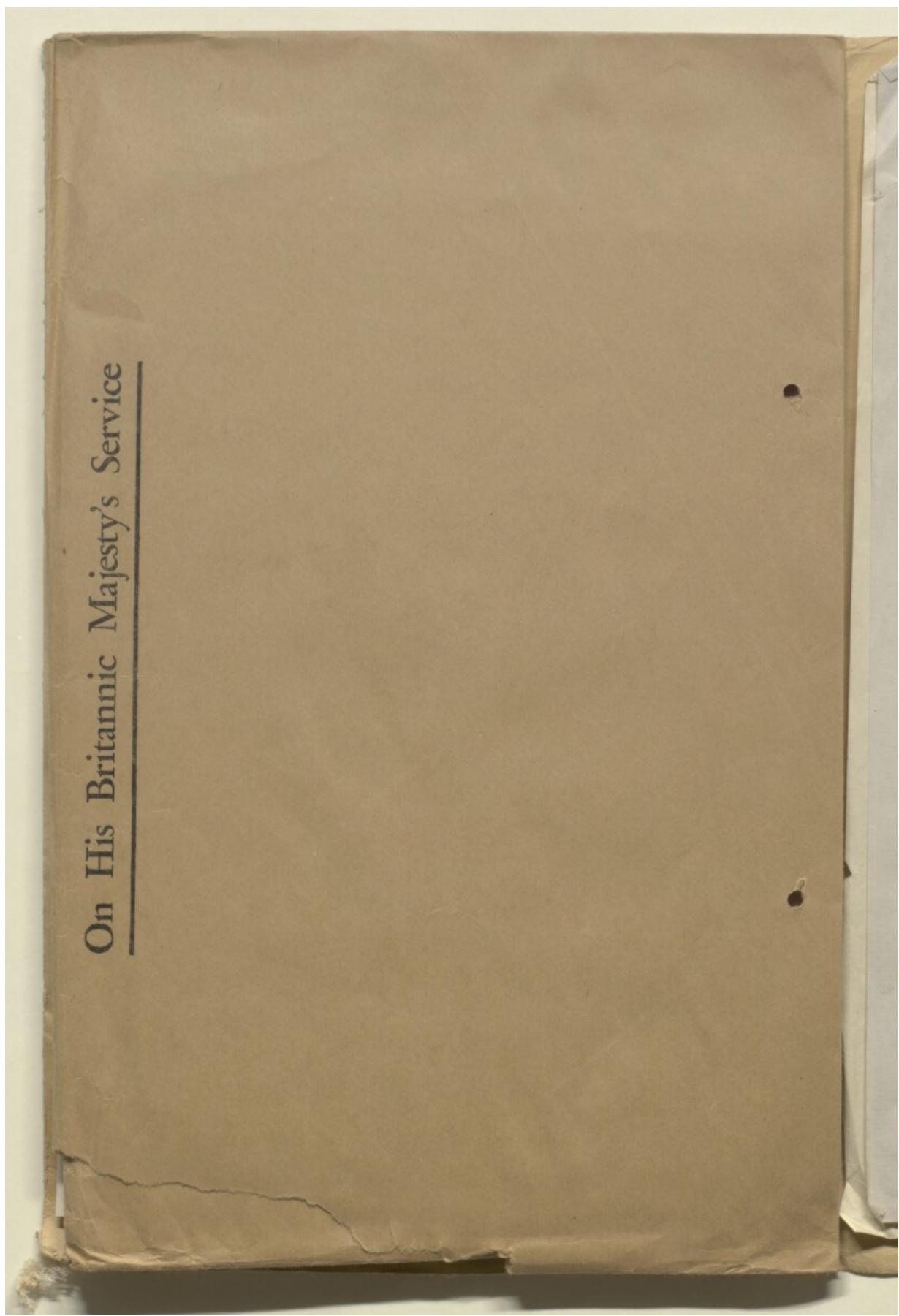
*Under his*





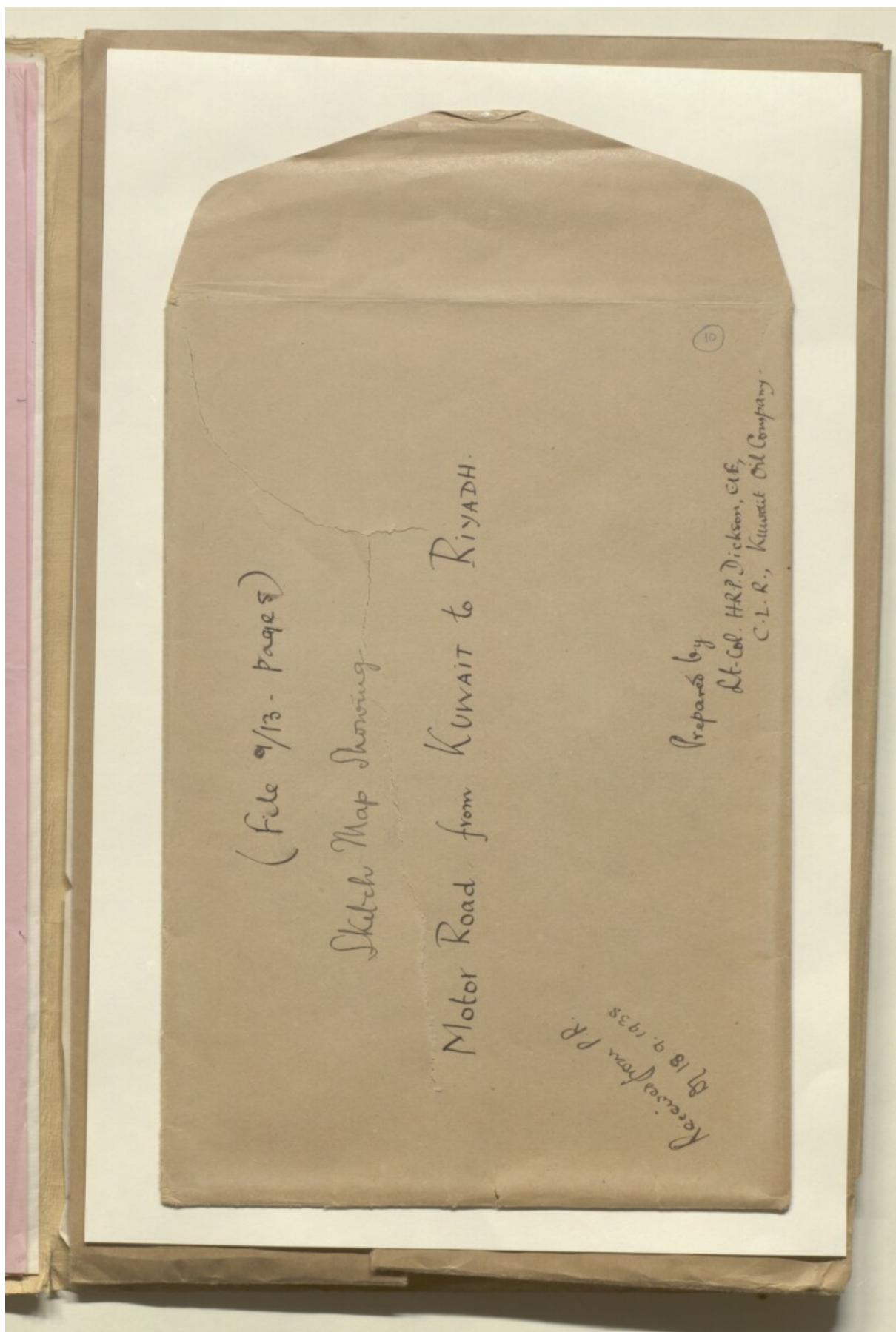


"المُلْفُ ٩/١٣ الطَّرِيقُ السَّرِيعُ الْكُوَيْتُ/حِيفَا، الْكُوَيْتُ/الْرِّيَاضُ" [٣٩] (٤٠/١٨)





## "خريطة ميدانية توضح الطريق السريع من الكويت إلى الرياض" [١٠] [٨/١]





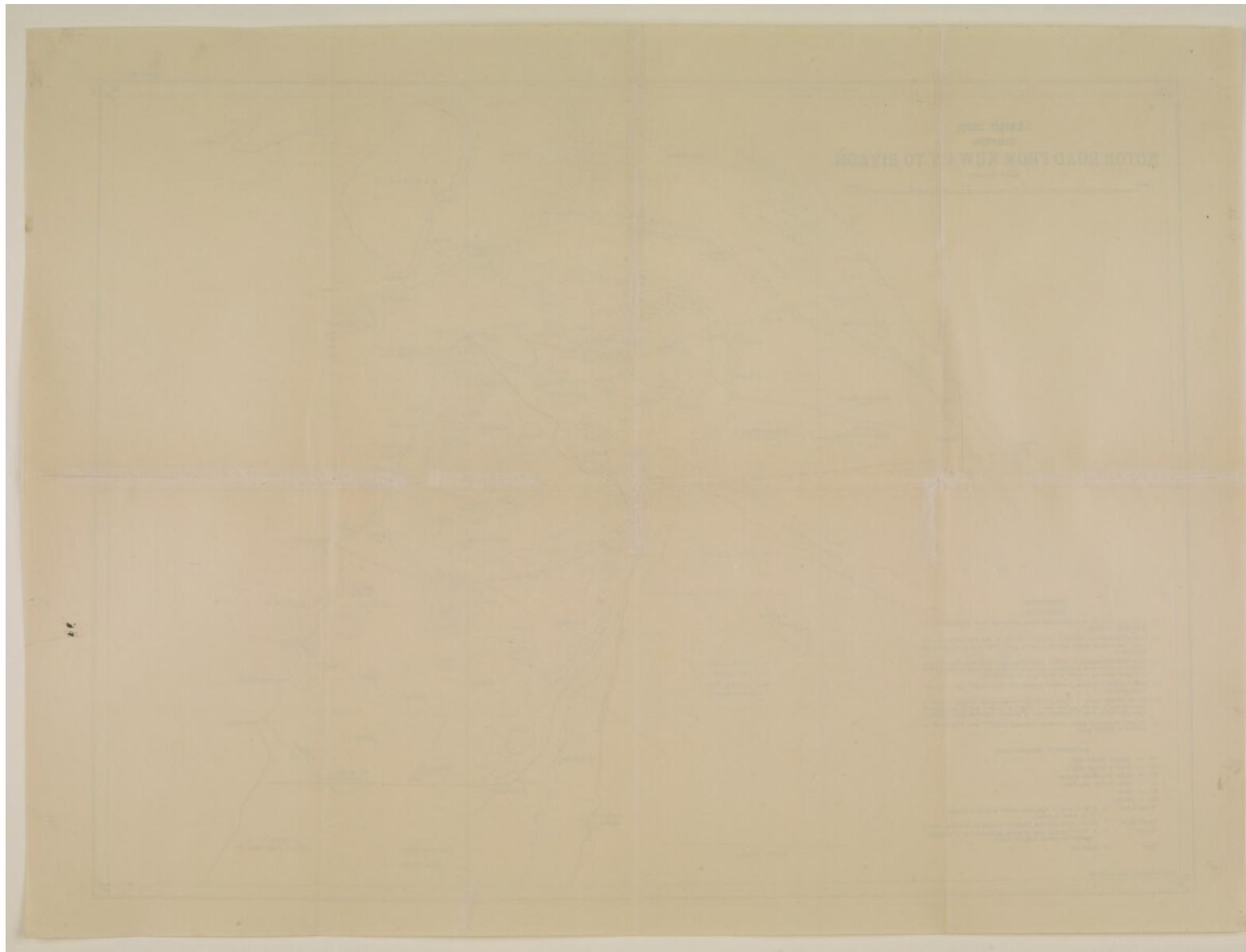
## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [١٠] [٨/٢]



"خريطة مبنية توضح الطريق السريع من الكويت إلى الرياض" [١١ و [٨/٣]



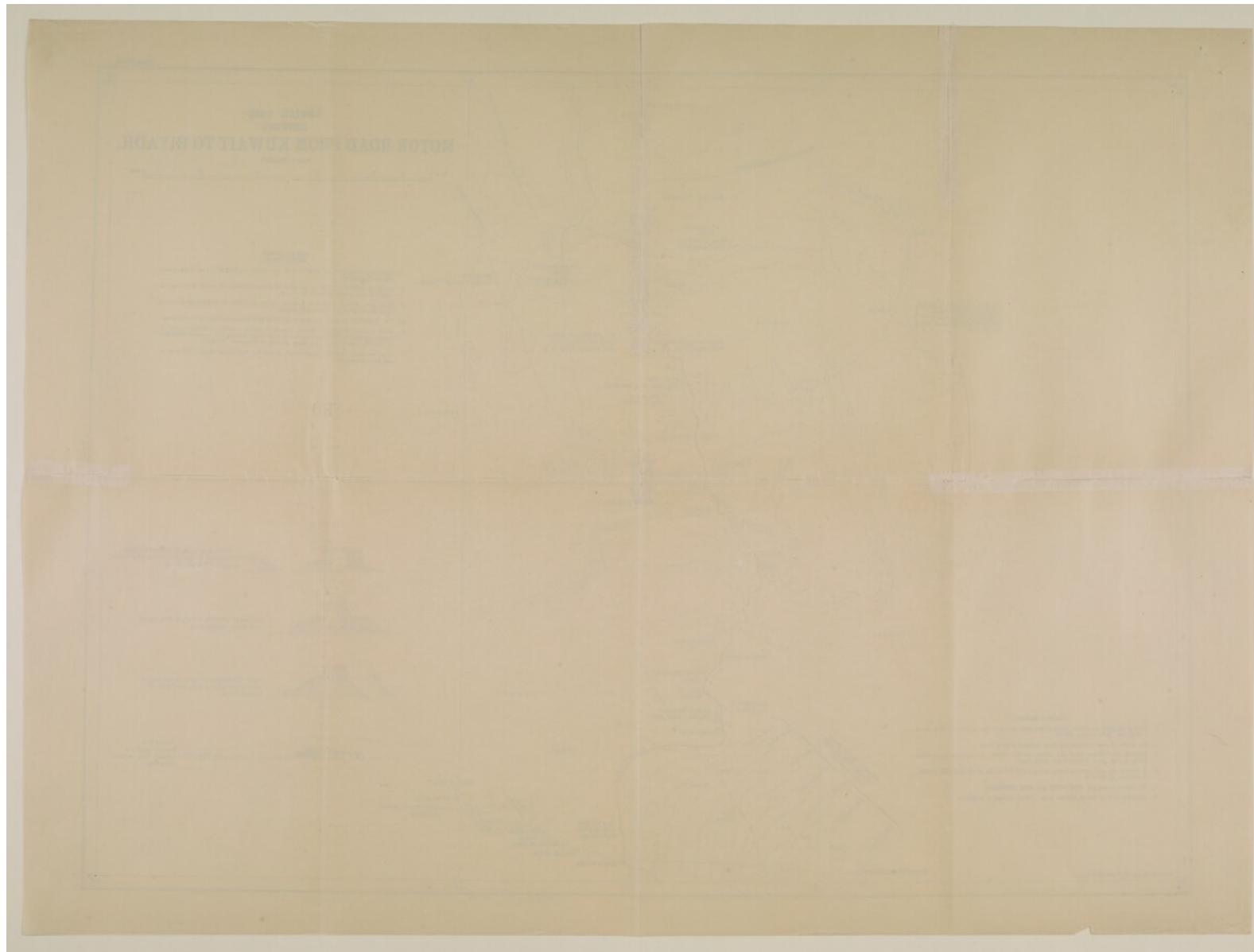
## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [١١ ظ] (٤/٨)



"خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [١٢ او ٨٥]



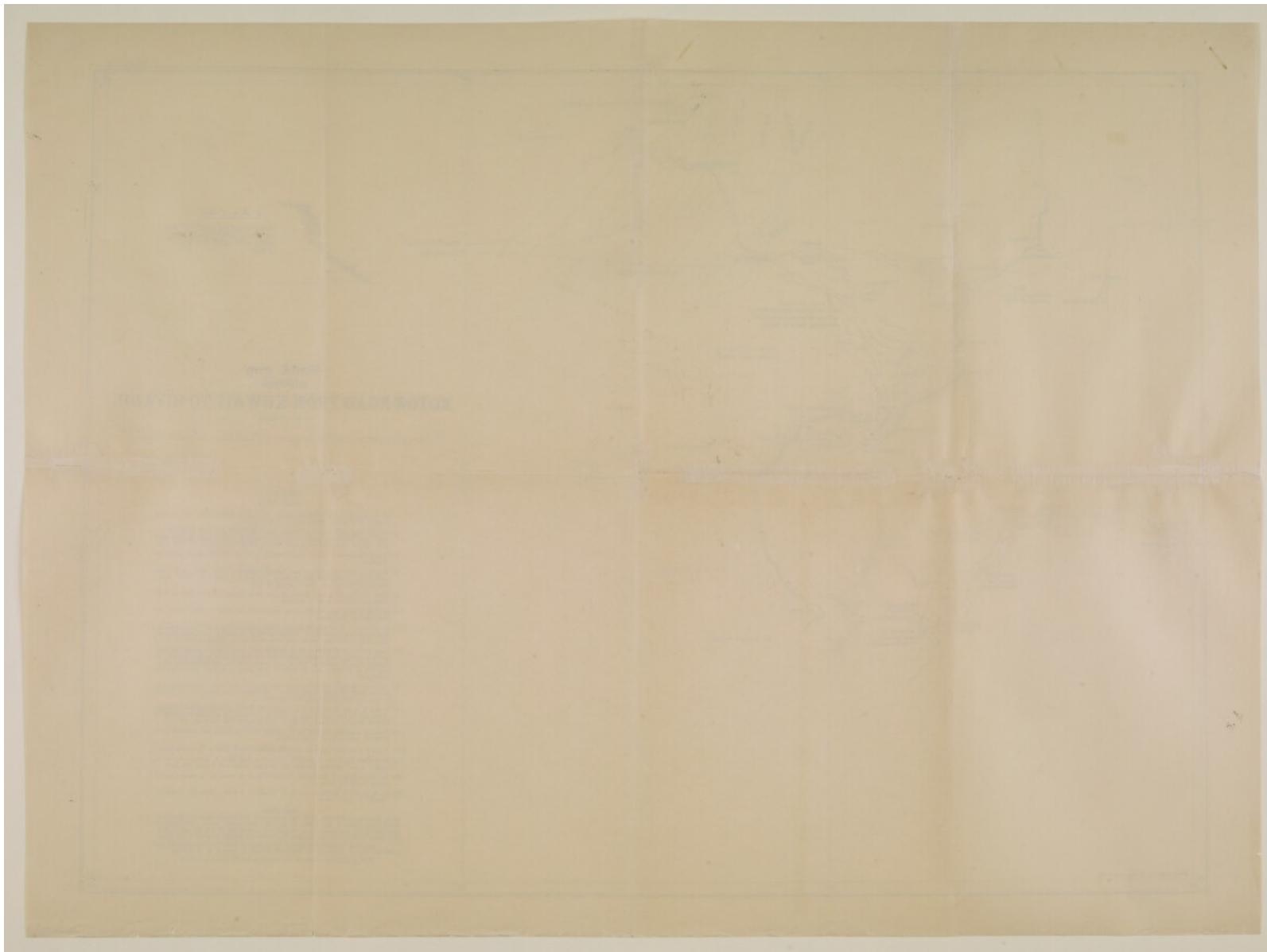
## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [١٢ ظ] (٨/٦)



"خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [١٣] و [٨/٧]

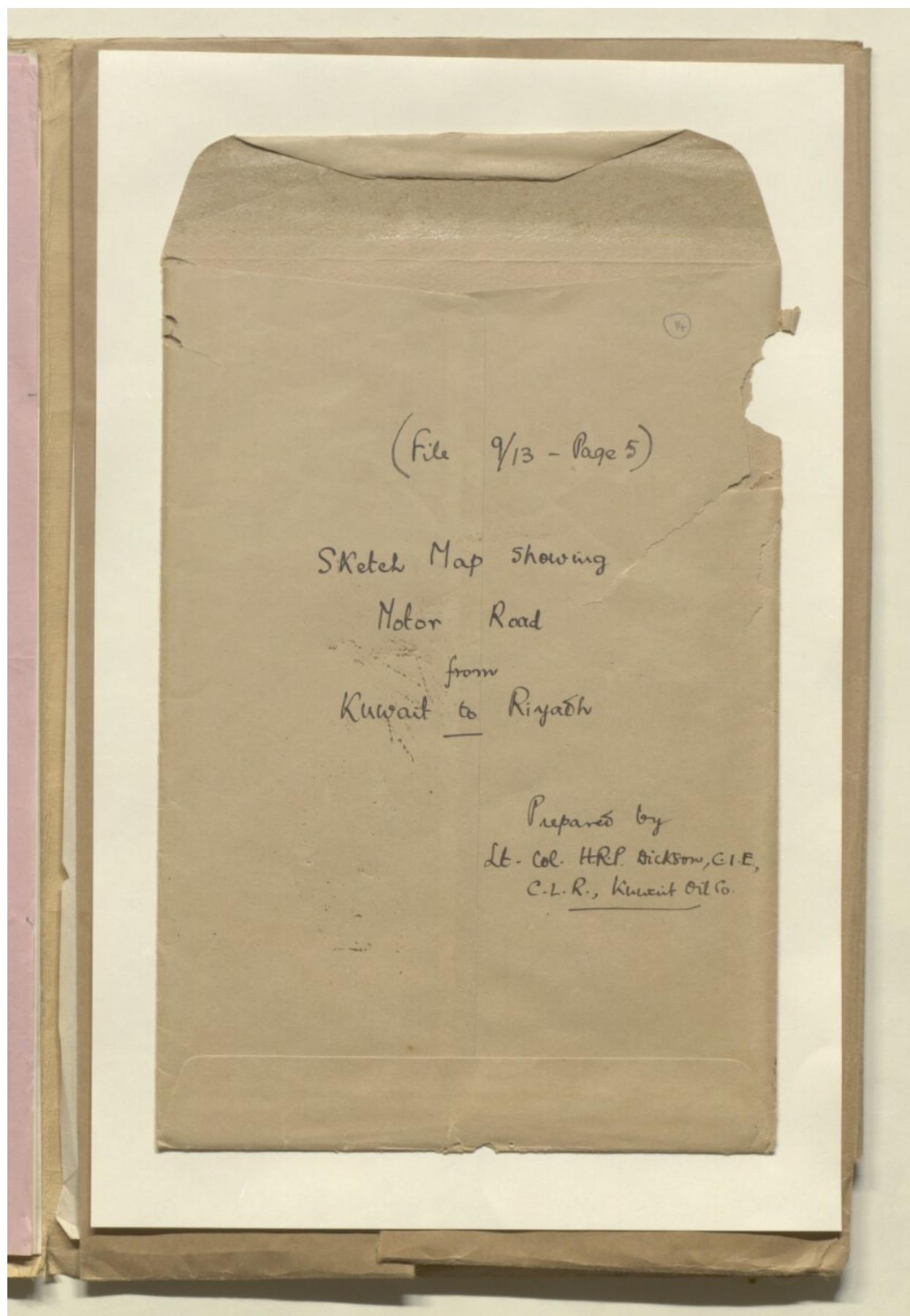


## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [ظ ١٣] (٨/٨)



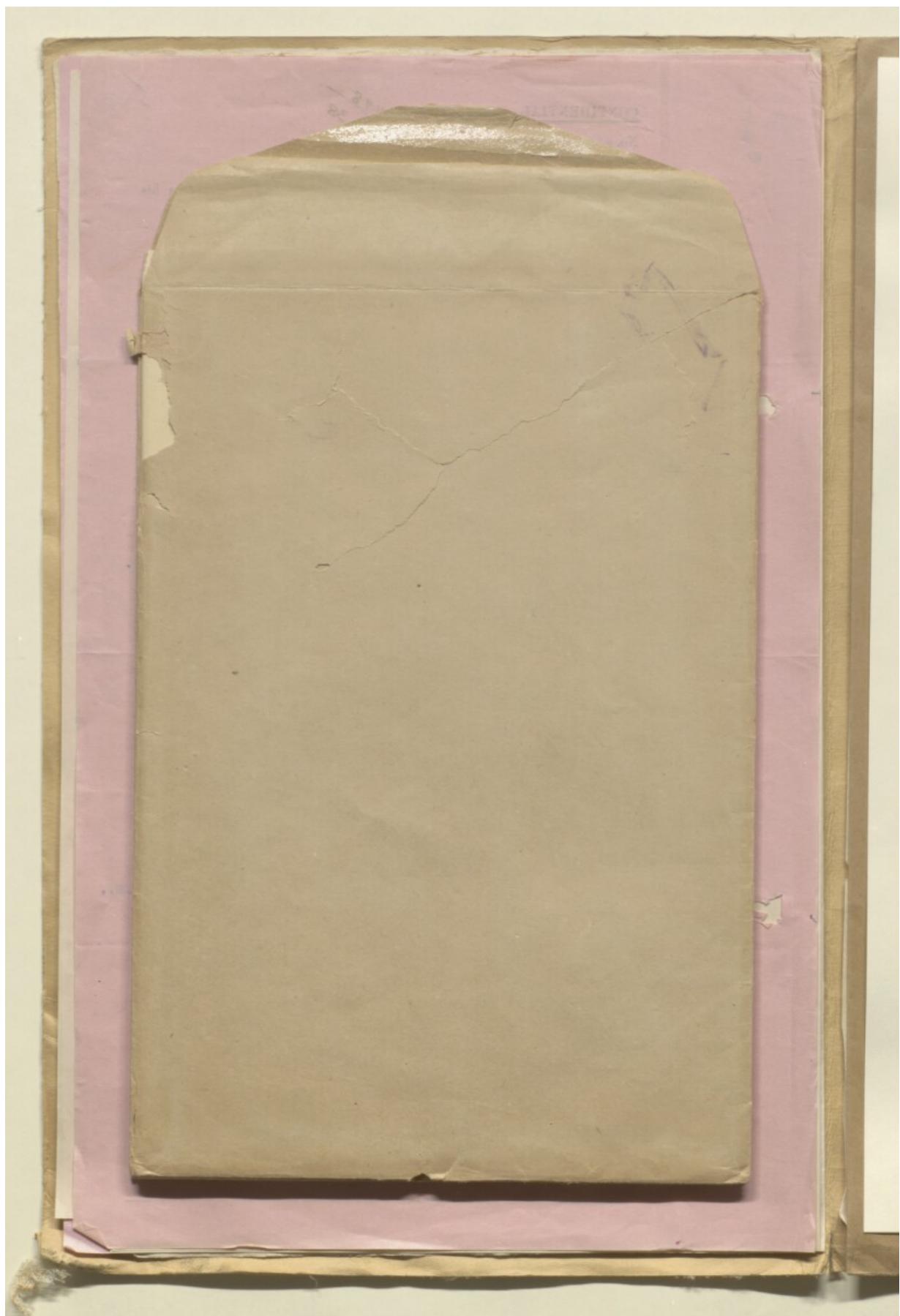


"خريطة ميدانية توضح الطريق السريع من الكويت إلى الرياض" [٤١] [٨١]



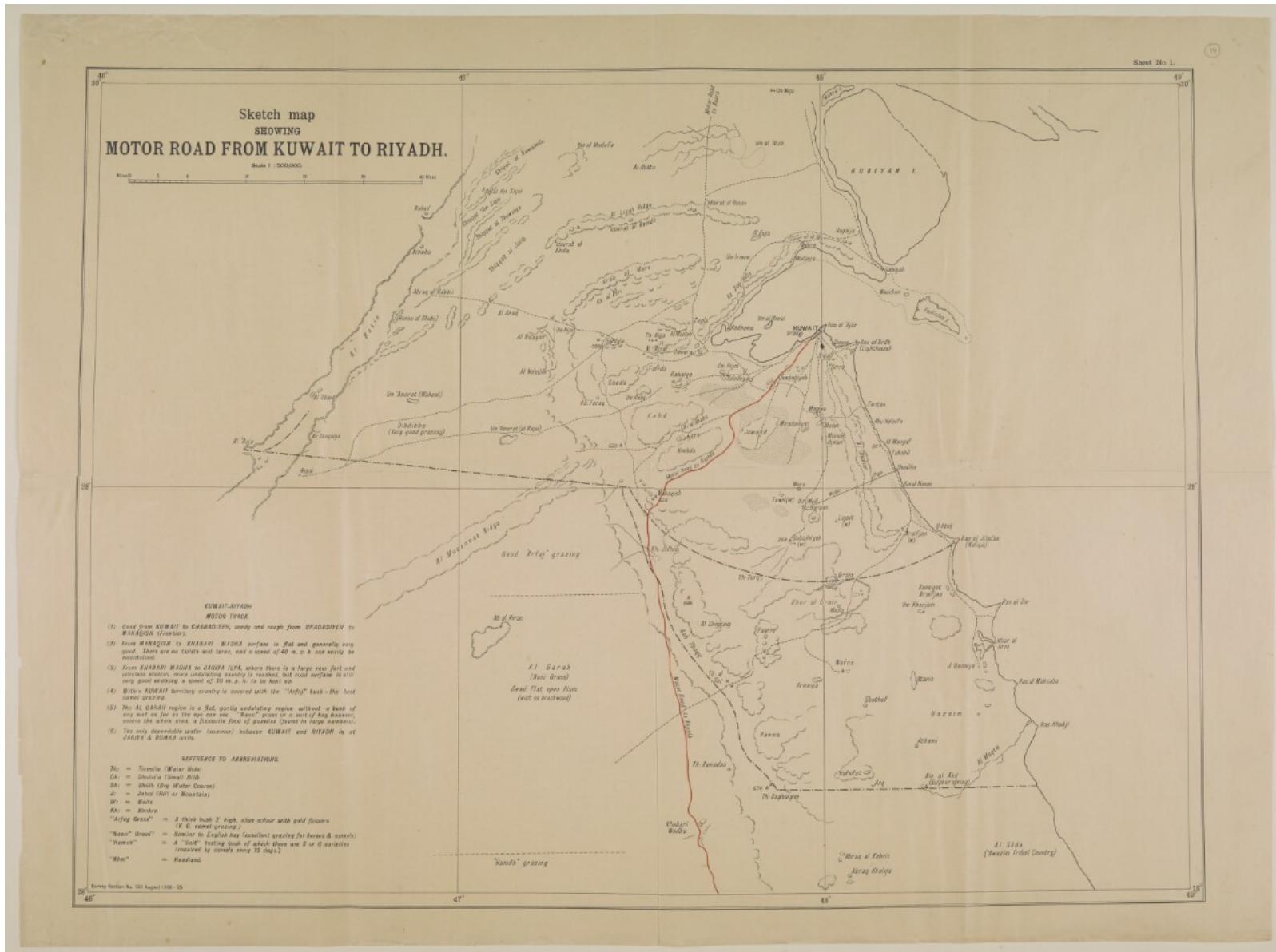


## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [٤١ ظ] (٨١٢)



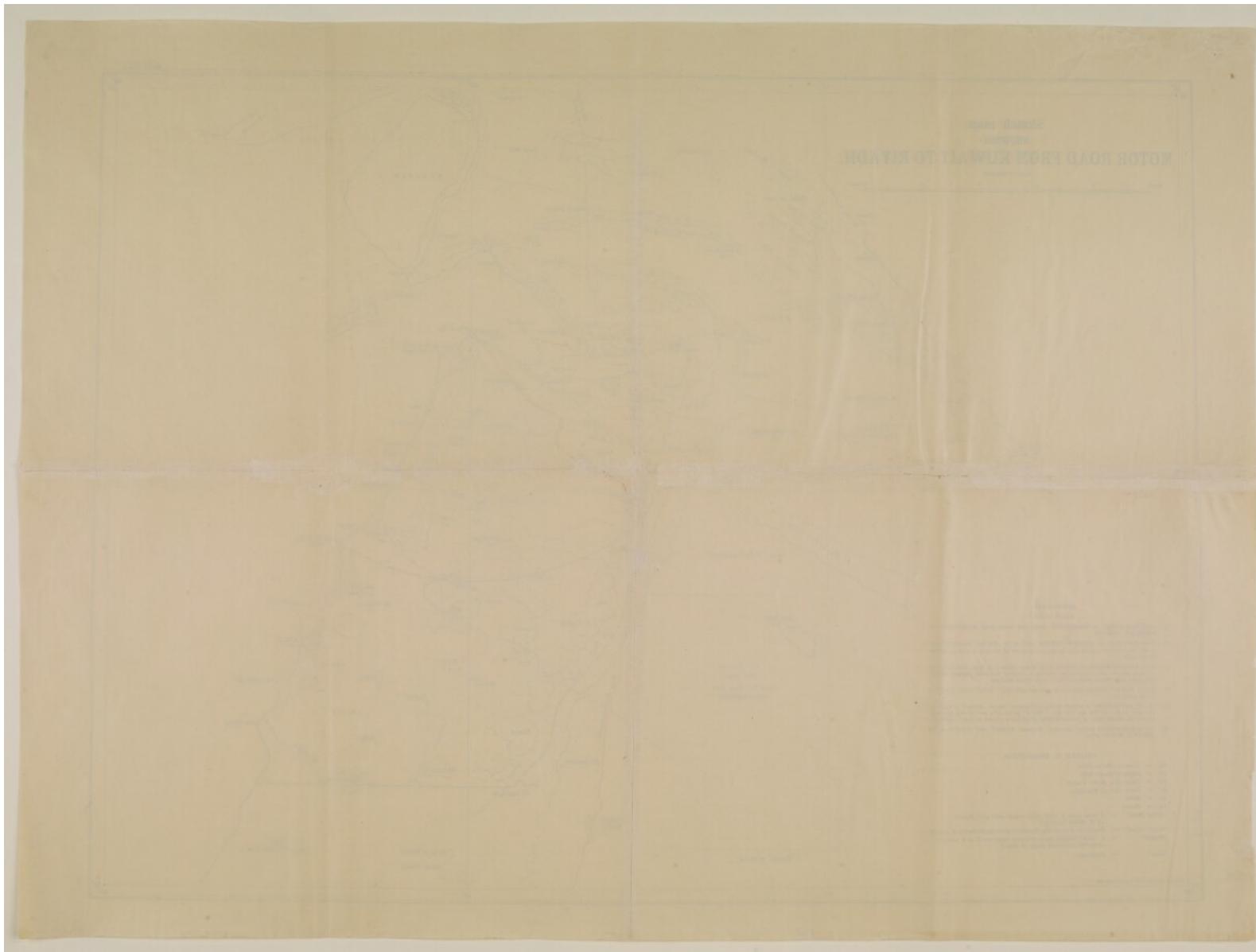


## خريطة مبنية توضح الطريق السريع من الكويت إلى الرياض" [١٥] و [٨٣] (٢٠١٥)





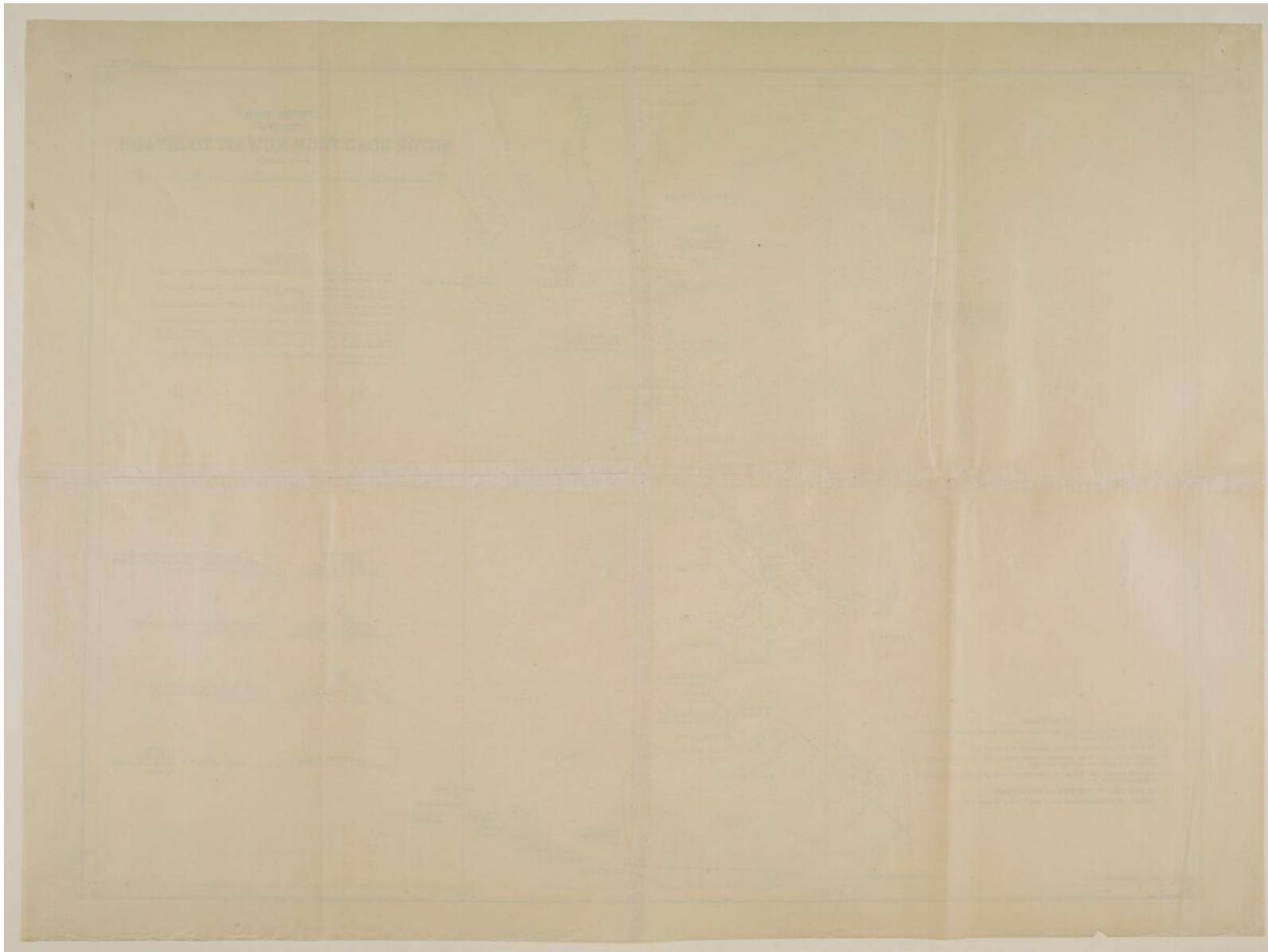
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"خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [٦٦ او] (٨/٥)

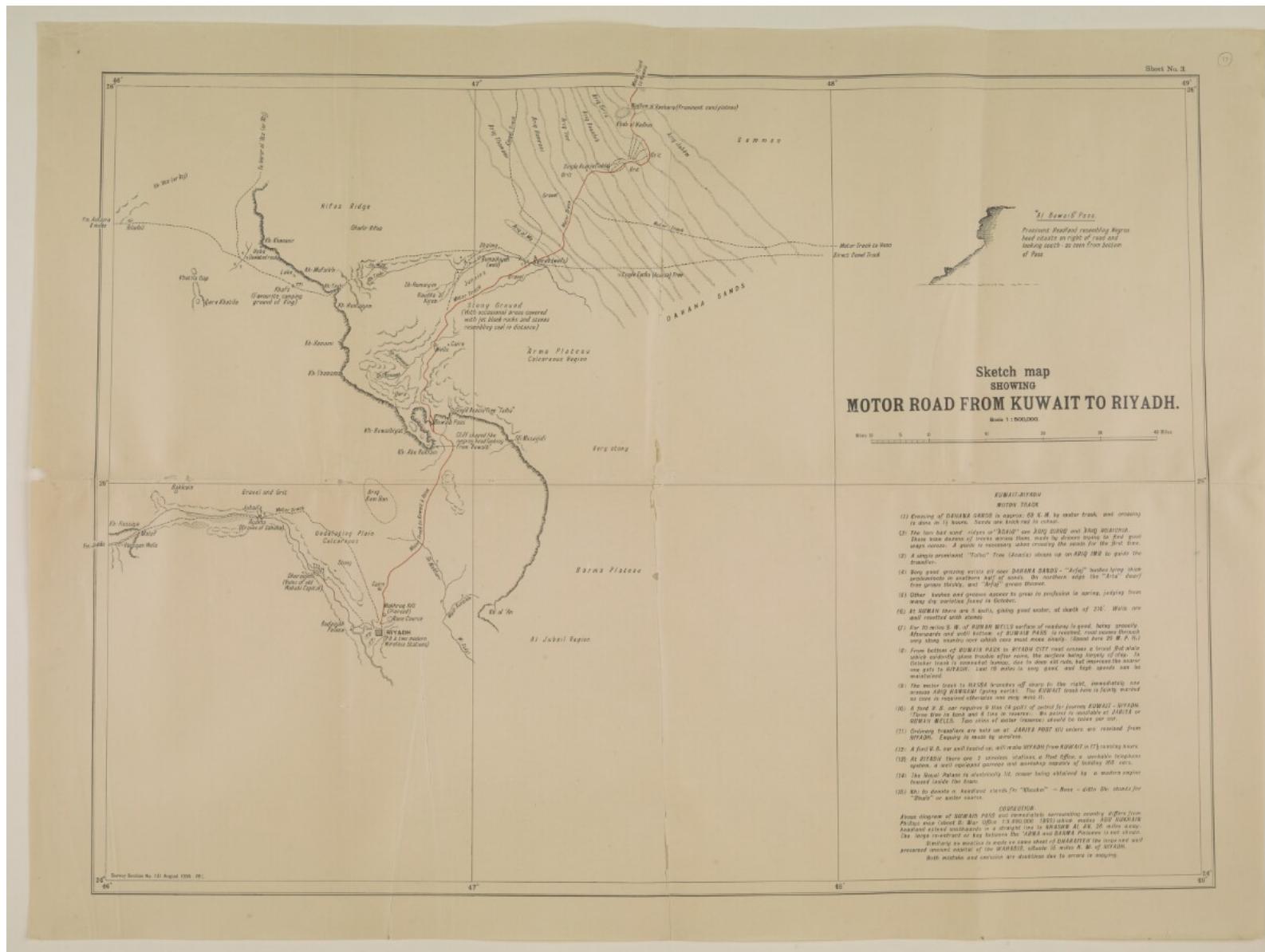


## "خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [٦١ ظ] (٨/٦)



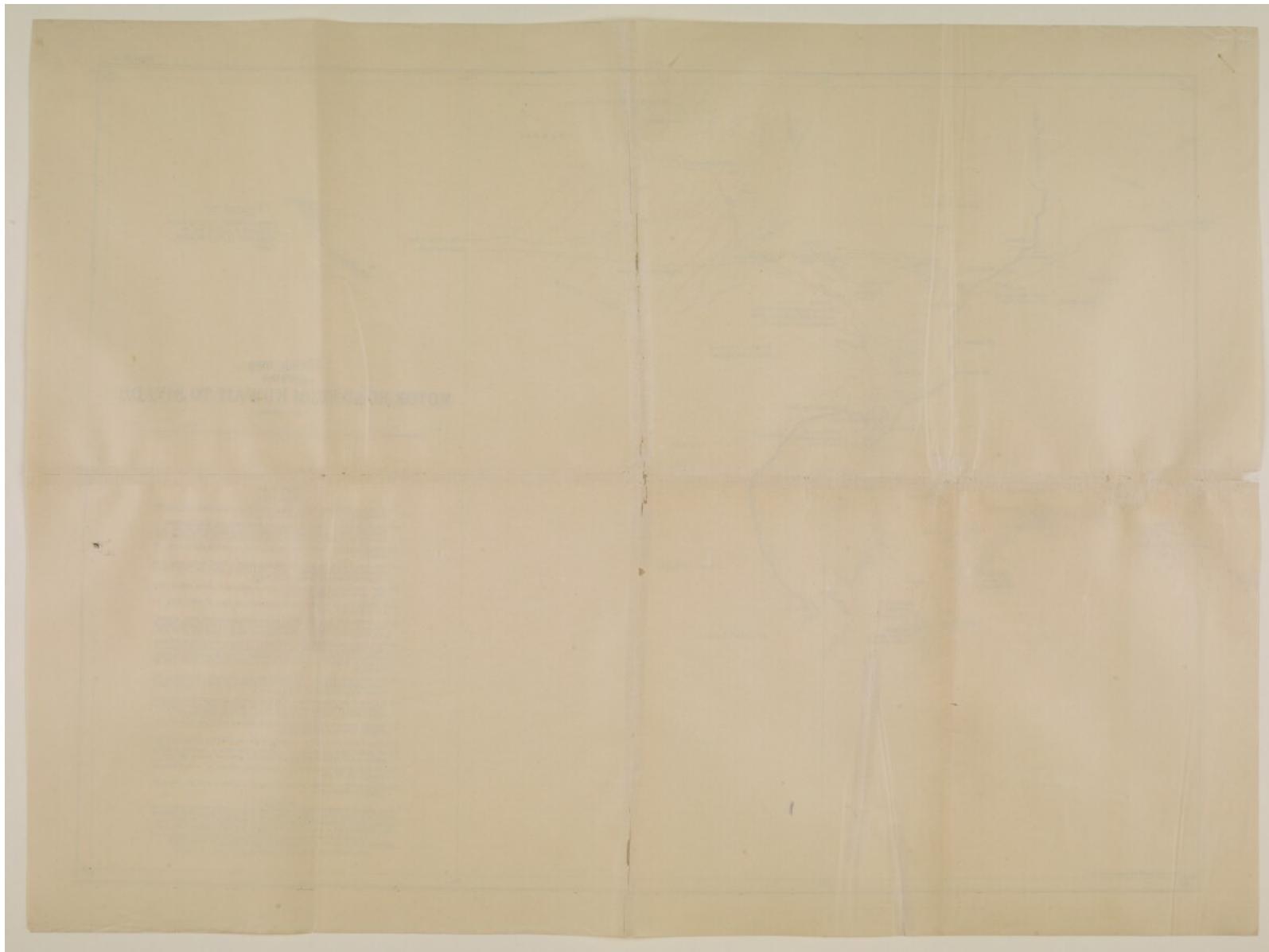


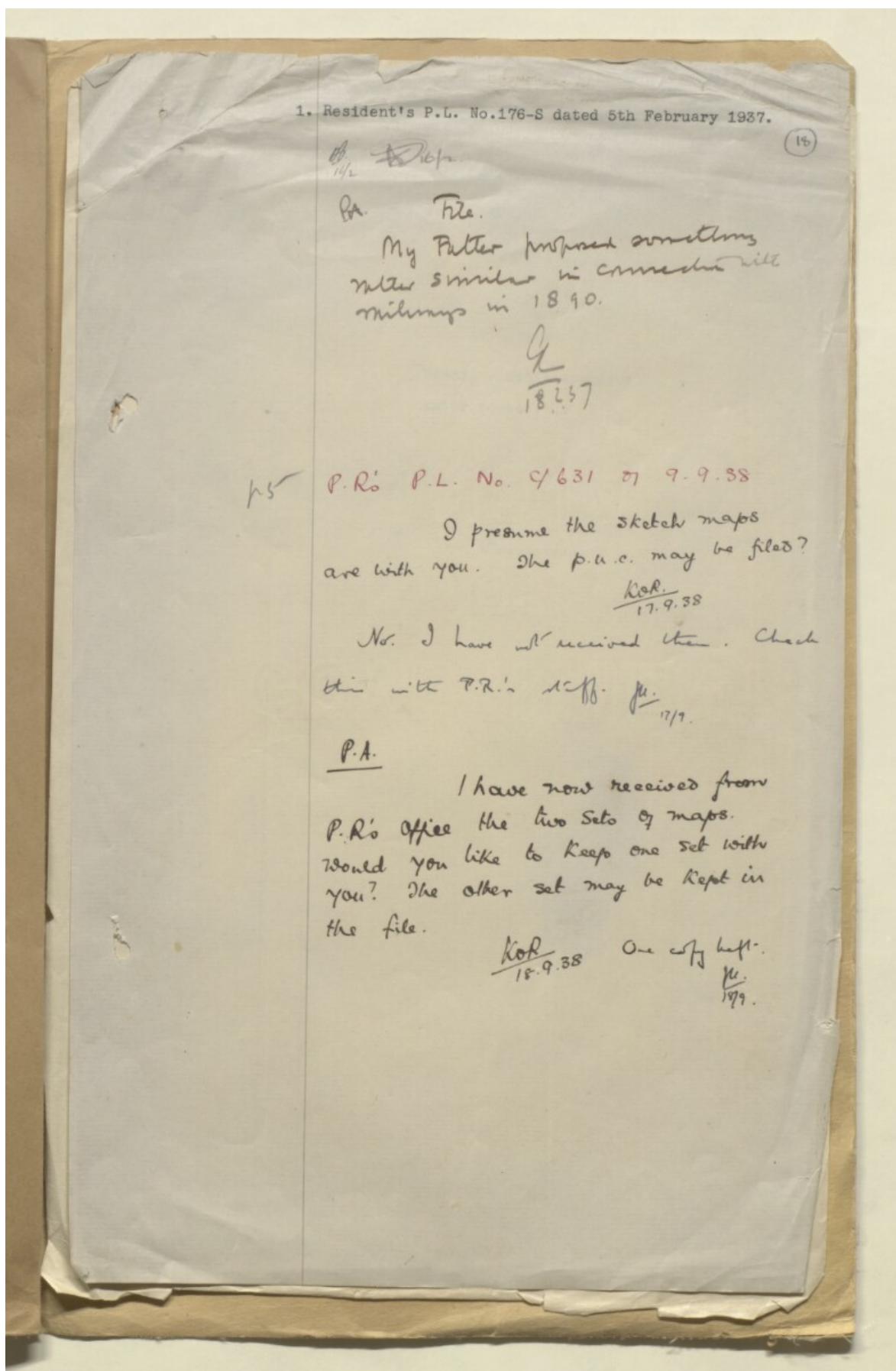
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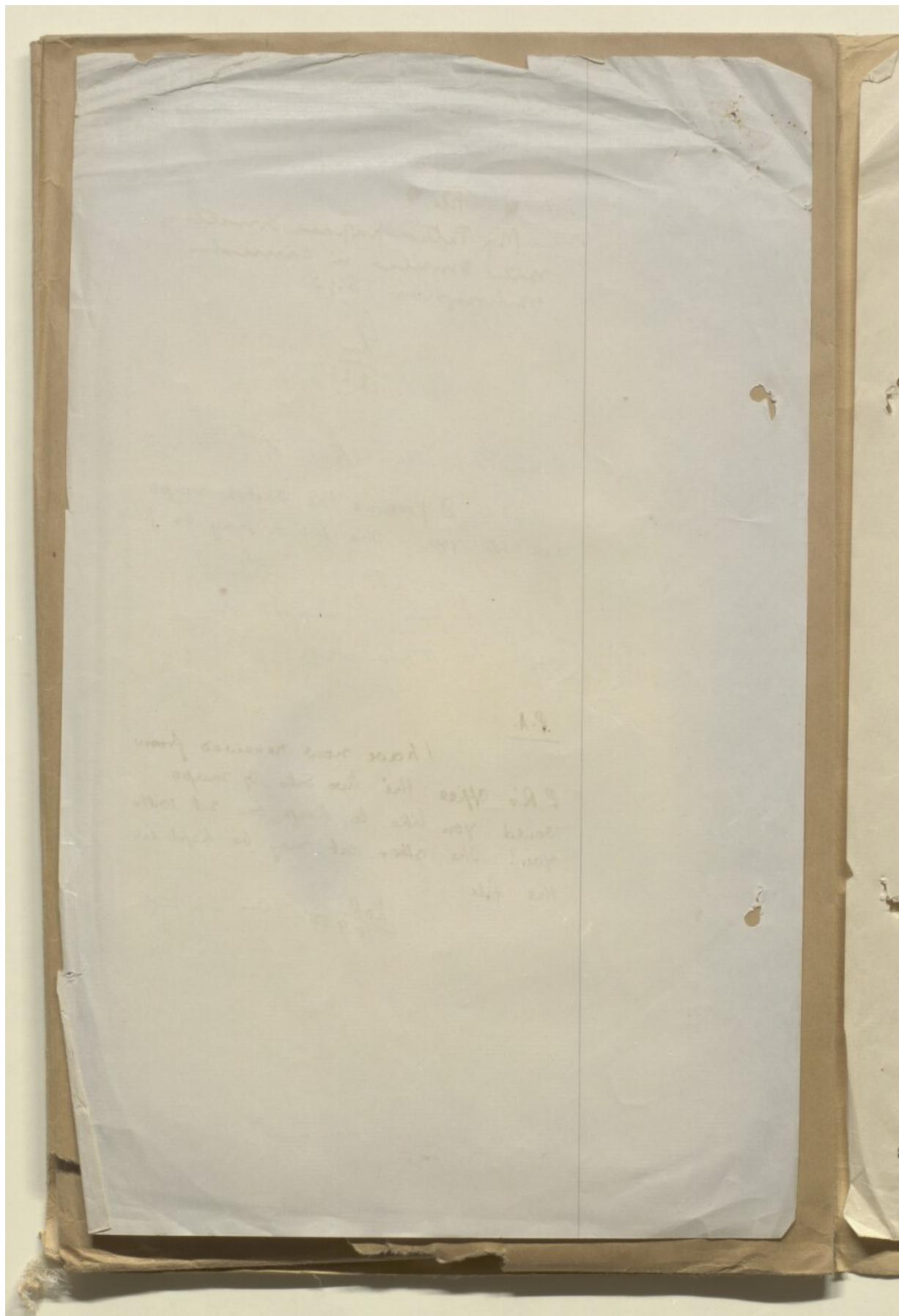


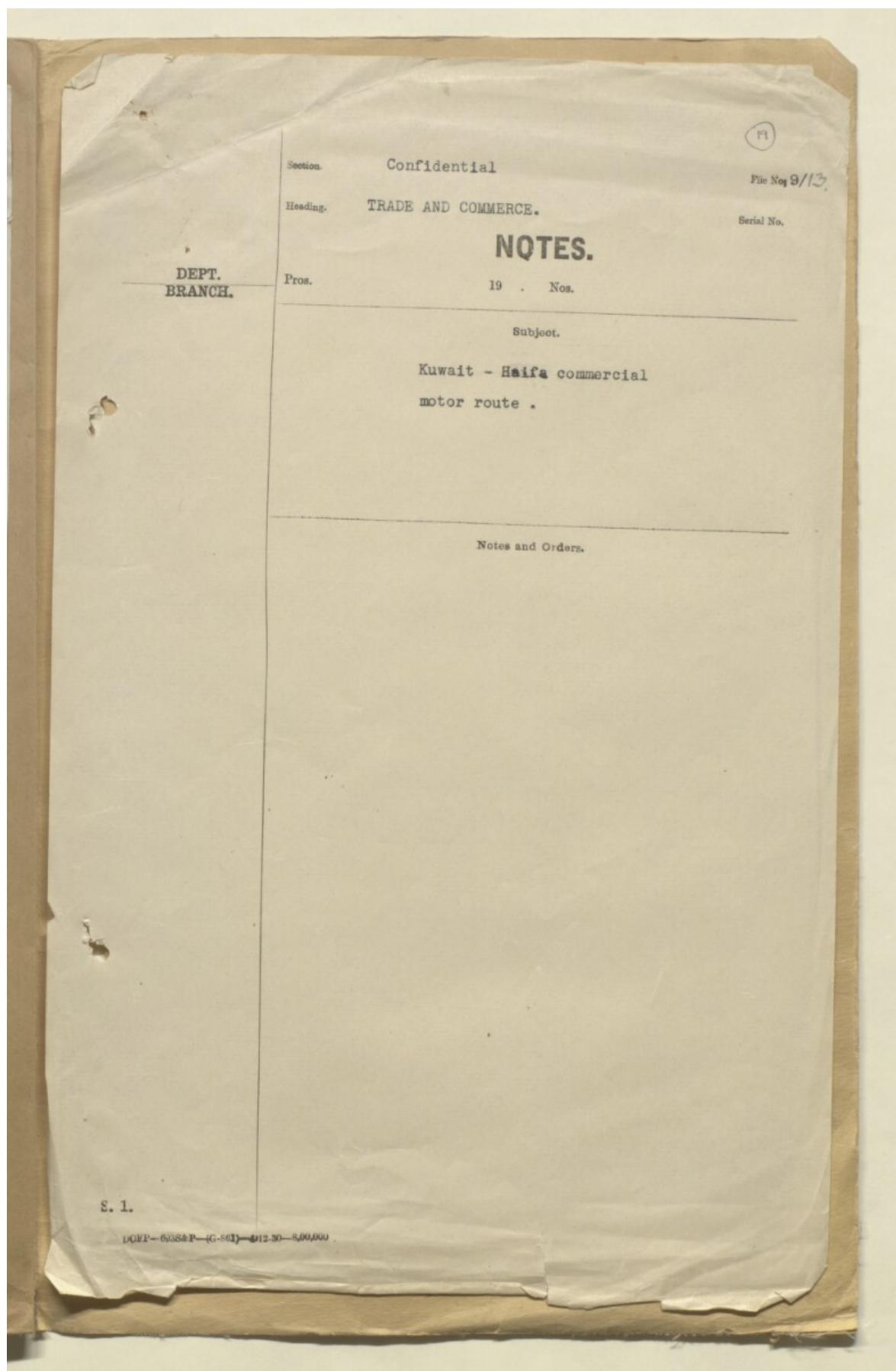


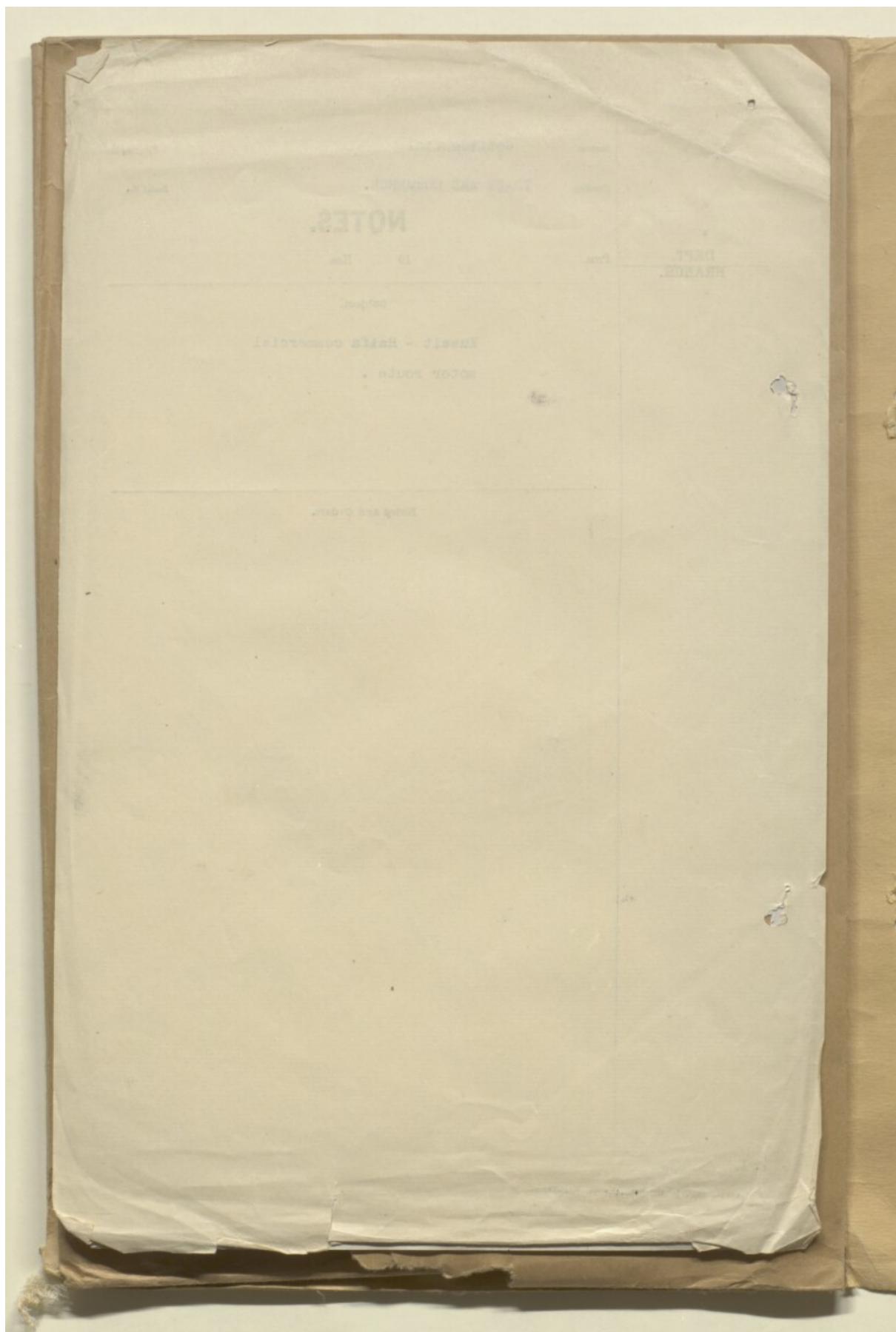
"خريطة مبدئية توضح الطريق السريع من الكويت إلى الرياض" [ظ ١٧] (٨/٨)













"الملف 9/13 الطريق السريع الكويت/حيفا، الكويت/الرياض" [خلفي-داخلي]  
(٤٠/٣٩)

